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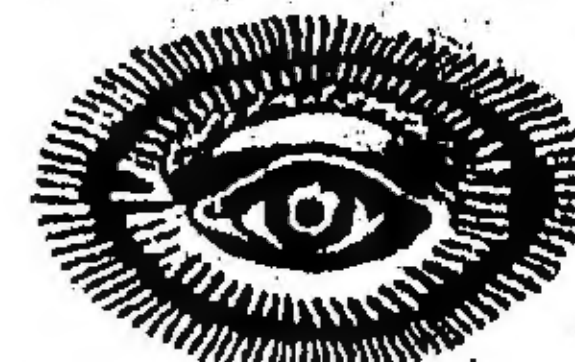
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Vol. VI. No. 266.

號七月四年九十二百九千一英

HONG KONG, SUNDAY, APRIL 7, 1929.

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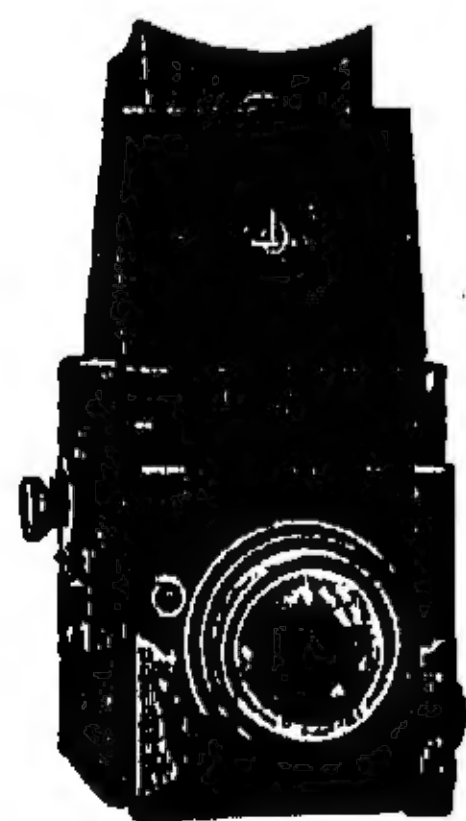
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MACAO'S GOVERNOR

Splendid Portuguese
Reception
SPIRIT OF CONCORD

Charming Farewell Tributes from
Hong Kong

The respect and esteem in which His Excellency the Governor of Macao, Senhor Artur Tamagnini de Sousa Barbosa, his wife, and his daughter are held by the Portuguese community of Hong Kong were amply demonstrated at an informal reception held in the Club Lusitano, at the invitation of the Committee and members of the Club yesterday afternoon.

There was a large gathering of Portuguese residents, besides several visitors from Macao who had come over from the neighbouring colony to say au revoir to the Governor of Macao and family on their departure for Lisbon on home leave.

Members of the Committee of the recent International Dance Festival were also present in the persons of Mrs. W. T. Southern, Chairman of the Committee, Mesdames R. H. Kotewall, H. T. Creasy, Ho Leung, Ho Ki, P. M. N. da Silva and J. M. da Rocha, and the Hon. Mr. J. P. Braga and Mr. Ho Leung, Col. Cardew was unavoidably absent.

Functionally at 5 p.m. the Governor of Macao, Mme. and Mlle. Barbosa and party arrived at the Club and were received in the lobby by the members of the Club Committee, the Hon. Mr. J. P. Braga (President), Mr. M. A. Simoes (Hon. Secretary), Mr. E. J. de Figueiredo (Hon. Treasurer), and Messrs. A. F. B. Silva-Netto, A. H. Basto, F. L. Silva and H. R. Sequeira.

The distinguished visitors were escorted to the Hall Luiz de Camoes by the President. On arrival the Band played the Portuguese National Anthem. Then followed the formal introduction of the gathering to His Excellency Senhor Barbosa.

A Distinguished Gathering
Besides those already mentioned there were also present at the reception: Mr. A. Cerveira Albuquerque e Castro, Consul-General for Portugal, Mrs. and Miss Albuquerque, Sir Shou-son Chow and Lady Chow, the Hon. Dr. R. H. Kotewall, C.M.G., Mr. Fernandez Costa, Consul-General for Portugal at Canton, and Mrs. Costa, Capt. M. Zanetti of the Portuguese gunboat "Macao", and Mrs. Zanetti, Capt. J. Inso, of the "Patria," Mr. Velga (Director of Public Works, Macao) and Mrs. Velga, Mrs. Abreu, Major Joel Vieira, Rev. Father Alves, S.J., Dr. Pinheiro da Costa (Chief Justice of Macao), Lt.-Col. A. Lobato and Mrs. Lobato, and Mr. A. A. de Mello of Macao.

Mr. and Mrs. J. M. da Rocha, Mr. and Mrs. C. A. da Rosa, Mr. J. M. de Castro Basto, and the Misses Basto, Mr. B. Basto and the Misses Olga and Marie Basto, Mr. C. H. Basto, Mr. Mrs. and Miss Leo d'Almada e Castro, Mr. Leo d'Almada, Jr. Mr. and Mrs. F. X. d'Almada, Mr. and Mrs. L. E. Gutierrez, Mr. and Mrs. O. Barretto and the Misses Barretto, Mr. J. M. Braga, Mr. Noel Braga, Misses Jean, Maud, Caroline and Mary Braga, Miss Dudley, Mr. Mrs. and Miss J. A. S. Alves, Mr. Mrs. J. G. d'Aquino, Messrs. P. M. N. da Silva, H. da Luz, Pedro Sequeira, Jorge Remedios, A. A. R. Azevedo, Frank Barnes, Mr. and Mrs. J. P. Xavier, Mr. and Mrs. Jorge Remedios, Mr. A. A. R. Botelho, Mr. and Mrs. A. C. Botelho, Messrs. A. R. de Assumpcao, V. Goncalves, Mr. E. V. M. R. de Sousa and many others.

The President's Greetings
The Hon. Mr. J. P. Braga, president of the Club Lusitano, speaking in Portuguese, said:

Your Excellencies, Ladies and Gentlemen:—The members of the Club Lusitano deem it a great honour that they are given this opportunity, together with their friends of the Club de Recreio and of the Sociedade de Socorros Mutuos and the other members of the Portuguese Community of Hong Kong, to greet you and to extend to Your Excellency, Mme. and Mlle. Tamagnini, their best wishes for a pleasant voyage to Portugal and a safe return to Macao.

Conspicuous Success
We are not bidding you farewell on this occasion, as we all earnestly hope that you will return to the (Continued on Page 16.)

FOOTBALL FIGHT

Chinese Hurt in Head at
Sookumpoo

SPECTATORS IN MELEE

Police whistles were blown frantically at Sookumpoo yesterday afternoon towards the close of the First Division match in the Football League in which the Chinese Athletic Association defeated the 2nd Battalion the King's Own Scottish Borderers.

The trouble came after the Chinese scored their third goal. It is stated that during the general demonstration of jubilation, a Chinese spectator was involved with a man in uniform, stated to be a soldier, and that the latter struck the Chinese with a "awager" cane on the head, causing the Chinese to bleed.

Chinese policemen were attracted to the scene, as were a number of men from the K.O.S.B. A soldier was pointed out as the assailant but there was no arrest, the "Sunday Herald" learns authoritatively, because the identification was wrong.

"SOUTHERN CROSS"

Believed to be Down in
West Australia

LOOKOUT CONTINUES

Perth, Yesterday.
A Government launch has been despatched to Thurburn Bluff, north of Wyndham, where the Resident Magistrate at Broome has reason to believe that the aeroplane "Southern Cross" descended. Preparations to search for the plane are being continued very actively.

Elsewhere aeroplanes are setting out for various points. These planes include a "Moth" piloted by Captain Matheson, which left Sydney to-day.—Reuter.

[There were four persons on board, including Captain Kingsford Smith and Mr. Uim, the Pacific flier, a navigator and a wireless operator. Mystery surrounds the whole affair as a wireless message was received from Captain Kingsford Smith stating that the "Southern Cross" had made a forced descent near Wyndham.]

HEAT—& TORNADO

Alarming Casualties in
America

WHEAT CROPS DAMAGED

New York, Yesterday.
At the conclusion of a day of almost midsummer heat, a tornado burst in North Wisconsin causing the death of 10 persons and injuries to 25 others.

Farm buildings were demolished and wheat crops damaged. Two people were killed in a heavy storm at Forest Lake, Minnesota.

Later.
The casualties in Wisconsin are now stated to be 20 killed and 50 injured.—Reuter's American Service.

\$900 RANSOM

Paid To Mexican
Kidnappers

Washington, Yesterday.
The ransom paid to the Mexican kidnappers for the release of the Scotsman Reid and the American, Hanson was \$900.—Reuter's American Service.

[A Mexico City cable on yesterday stated: The two mining engineers, the Scotsman, Reid, and the American, Hanson, who were kidnapped by bandits on March 2 from the offices of the San Nicholas Mining Company, at Vocan, in the State of Ouarango, where Hanson was resident-manager, have been released. A ransom of 24,000 pesos was demanded but it is unknown what was paid.]

COTTON SPINNERS

Decision of Bolton
Masters

London, Yesterday.
The Bolton Master Cotton Spinning Association has recommended all employers in the Egyptian section to continue the present short time working for another month.—Reuter.

"THE DOVER ROAD"

Successful Production
By The A.D.C.

LAST NIGHT'S IMPRESSIONS

A Perfectly Delightful Little
Play

If you wish only for thrills, for the heights of passion and the depths of pathos, you need not visit the Theatre Royal and see "The Dover Road." If you find pleasure alone in extremes, and yearn for roars of side-splitting mirth or tears of maudlin sentimentality, stop away. But if you desire to see a perfectly delightful little play which, while it amuses, may possibly cause you to reflect on one of the most difficult relationships—that of man and wife—then you should go, and not once only.

The Play
"The Dover Road" as put on by Surgeon Commander Stewart Goss affords a very pleasant entertainment. The strict critics of the drama—but as we grow older we grow, I think, less strict—would tell you that Mr. Milne has written a bad play because the plot is too im-

Things That Matter

To-day's Diary
Low Sunday.
First Sunday after Easter.
Entertainments.—Queen's, "The Cardboard Lover"; Star, "Dr. Jack"; World, "West Point"; Majestic, "Fireman, Save My Child"; "At Home, King's Park"; Wed. Miss E. M. Hyndman and Mr. C. V. F. da Rosa, Rosary Church, Kowloon, 8 p.m.
Sports.—Golf, Captain's Cup. Tides.—High, 8.59 a.m. and 7.50 p.m.; Low, 2.13 a.m. and 1.39 p.m.

Home Mails
Inward.—To-morrow per "Takliwa" (via Negapatam)—papers only; to-morrow per "Korea Maru" (via Siberia).
Outward.—To-morrow per "President Lincoln" (via Siberia), 6 p.m.; Tuesday per "Porthos" (via Marseilles), 1.30 p.m.

Weather Forecast
The local forecast issued last evening was:—"East winds, moderate; fine generally, some fog."

At 6.45 p.m. yesterday the Observatory reported:—"The anticyclone is central in the vicinity of the Bonins and has weakened."

The Dollar
Yesterday's closing rate for the dollar on demand was 1/11.9/16d.

probable. A wealthy man of fifty years or so, a bachelor apparently, with a pronounced tendency to eumoiety, as Simon the Jester termed it, owns a large country house on the Dover Road. By some curious ingenuity, wisely left vague, he decoys to this house couples whose primary and secondary objectives are, respectively, the boat from Dover to Calais and the breach of the seventh Commandment. By judicious manoeuvres, which it would be unfair prematurely to reveal, the couples are induced to spend in his house a period in each other's company under the most decorous conditions. The self-revelations presumably are expected to be salutary. In the end of the particular experiment revealed in the play, the morality, if not the happiness, of the greatest number is successfully achieved. And, as the curtain falls, the eumolourous Mr. Latimer turns, albeit with fingers somewhat singed, to his next experiment.

Your stern critic will point out the improbability, nay the impossibility, of it all. Maybel But, "if this is vanity who'd be wise?" Why should we worry about the possibilities? After all, we only want to enjoy ourselves when we go to a theatre. (Any way, most of us adopt that attitude.) A short passage in the lives of four fictitious people is depicted. Therein the experimenter and his assistants move. Under the stress of the situation the four characters develop before the eyes of the audience. It is either interesting and amusing, or it is not. If it is, then, say I, it (Continued on Page 22.)

NEW TREATMENT

Diathermy for the
King

RHEUMATIC TROUBLE

London, Yesterday.
A new treatment, namely, "Diathermy," will be applied to the rheumatic trouble of His Majesty's left shoulder. It consists of an application of heat and light rays, and will probably be applied by the ray experts, Dr. Howitt and Dr. Woods, who have up to now applied the luminous ray ultra-violet to let ray treatment. They travel to Bognor to-morrow.

The King was out early to-day enjoying the brilliant sunshine, sitting and walking in the grounds of Craigwell House.—Reuter.

[Dr. Woods is in charge of the Department of Physical Medicine and Electrology at London Hospital and Dr. Howitt is Chief Clinical Assistant in the Actino Therapy Department of Guy's Hospital.]

HOME RAILWAYS

Expenditure Lower
in 1928

NET RECEIPTS DOWN

London, Yesterday.
Though the British railways in 1928 reduced their expenditure by £6,500,000 their net receipts decreased by £1,900,000, according to a statement issued by the Ministry of Transport.

The receipts for ordinary passengers decreased by £1,200,000, all due to losses on third-class receipts. Goods trains receipts dropped by £7,100,000.

In spite of the decrease in passenger receipts nearly 22,000,000 more passengers were carried last year than in 1927.—Reuter.

FAMOUS PADRE

Herbert Branston
Gray

DEATH IN DEVON

London, Yesterday.
The death is announced of the famous clergyman, educationalist, and author, the Rev. Herbert Branston Gray, D.D. (Oxford), Vicar of Lynton, North Devon, since 1926. He would have been 78 years of age on April 22.—Reuter.

A Varied Life

Herbert Branston Gray was educated at Winchester and Queen's College, Oxford. He became Master at Westminster School, 1875; Headmaster of Louth School, Lincolnshire, 1879; Headmaster Bradford College, Berks, 1880-1910; Warden and Chairman of the Council, 1881-1910; Member of the Ministry of Education, 1904-8; President of the Committee of the Higher Education, 1908-9; Member of the Committee of the Headmasters' Conference, 1909-3; Member of the Higher Education Council, 1907-9; Chairman of the Examination Board, 1907-9; Reader of Papers on Educational Subjects at Church Congresses at Reading, Brighton, Bristol, and Barrow-in-Furness. Co-opted Member of the Oxford Diocesan Conference, 1908-9.

A Taxation Commissioner
He was the founder of Educational Ranch for Public School Boys in Alberta, Canada, 1909; Secretary to the Royal Commission on Taxation, British Columbia, 1911; Compiler of the Budget Speech, British Columbia, 1912; Official Lecturer, Imperial Institute, 1915; Preacher at Holy Trinity, Richmond, Surrey, 1916; and at the Parish Church, Ealing, 1916 and 1918; Member of the Council of the Shaftesbury Homes for orphan and destitute children, 1915; Mission on Industrial Education to U.S.A., 1917; Member of the Diocesan Board of Finance, 1918; Educational Commissioner to Rumanian Government, 1920; Diocesan Representative on the Consultative Committee of the National Society, 1921; Chairman of the Clergy Disabilities Act Committee, 1921.

Overseas Training
He was appointed Chairman of the Committee of the British Association for Overseas Training of Public School Boys, 1923; Honorary Chaplain to the Bishop of St. Edmundsbury and Ipswich, 1924; Governor of Ipswich Grammar School; Governor of the County School, Bury St. Edmunds, and Chairman of the Governors of Bury St. Edmunds Grammar School.

Publications
His publications included:—"Westminster Old, Joint Editor; Joint Editor Public Schools, Hymn Book, 1908; Modern Literature, 1880; Men of Like Passion, 1894; The Public Schools and the Empire, 1918; Kelpies or Empire? 1919; America at School and at Work, 1918; and various articles and hymns. He was a member of the Authors' Club.

BEFORE WAR ENDED

Kwangsi Troops 'Fleece'
Hankow

PURSUERS OUTDISTANCED

Conflict With Canton Deemed to be
Very Unlikely

No further news of fighting having come to hand overnight, it is assumed that the defeated Kwangsi armies of Hankow, the bulk of which is intact, has not had to engage in a rearguard action to put the greatest distance they can between themselves and the Nanking conquerors of Wu-Han.

At present it is not possible to say whether the Kwangsi losers are marching westward, away from Hankow, or southward, to effect unison with Kwangsi province, thereby transferring the danger zone much nearer south than is comfortable for trade in Canton and Hong Kong.

Conflict between the provinces of Kwangtung (which turned pro-Nanking in the crisis) and Kwangsi is considered by the best informed sources in Canton to be very unlikely, states the "Sunday Herald" Canton correspondent.

Meanwhile the victors of the last civil war are being welcomed into Hankow the inhabitants of which were fleeced of various sums (one being of \$500,000) by the Kwangsi-ites who, in return, abstained from embroiling or looting the cities of Wu-Han.

The "Sunday Herald" correspondent at Wuchow (the West River port of Kwangsi) states, however, that General Pei Chung-hsi (one of the big four of the Kwangsi group) has left Kweilin for the south in Hunan to direct military operations (and succour his colleagues of Hankow?) and that the movements of General Li Tsung-jen (another of the big four) are both secret and mysterious.

\$500,000 Cumshaw

Hankow, Yesterday.
It is revealed that General Hu Taung-tu (who was in charge of the Kwangsi defence in the absence of two of the big four of the Kwangsi group) obtained \$500,000 from the local banks and the Chinese Chambers of Commerce before departing from Hankow in the hour of defeat. Similarly, other Kwangsi commanders received lesser sums, the payments being made on the condition that the retreating troops must not molest Hankow.

Now there are eight Chinese gunboats here, the largest number seen for a considerable time.

'Plane v. Warships
Rear-Admiral Chen Shao-kwan (commander of the Nationalist Navy in the Yangtze), who took part in the campaign against the Kwangsi faction, is accompanying Marshal Chiang Kai-shek aboard the gunboat "Tau Yu."

The Nanking gunboats were in action against the Kwangsi troops on the river banks two or three times when advancing up the Yangtze but suffered no casualties. In addition, a Kwangsi aeroplane tried to bomb the warships but the bombs dropped wide.—Reuter.

Unexpected Turn

Hankow, Yesterday.
Owing to the unexpected turn in affairs (the collapse of the Kwangsi defence owing to treachery on one or more sectors), the situation is rapidly returning to normal. No further disturbances are anticipated unless unforeseen circumstances intervene.

General satisfaction is felt at the arrival of the Nanking troops.—Reuter.

Heroes Arrive

Hankow, Friday.
Marshal Chiang Kai-shek and the leader of one of his columns, General Hsia Tuo-yin, have arrived but for the present are staying on board a gunboat, prior to landing on April 6.

A transport full of Nanking troops has also arrived; but the main body is coming in on April 6, marching along the banks of the Yangtze River.

Small numbers of Kwangsi troops who were passing through Hankow were disarmed by the Police and they did not resist.

The bulk of the Kwangsi armies, however, is at present west of Hankow and retiring to their native (Continued on Page 22.)

WHITEAWAYS

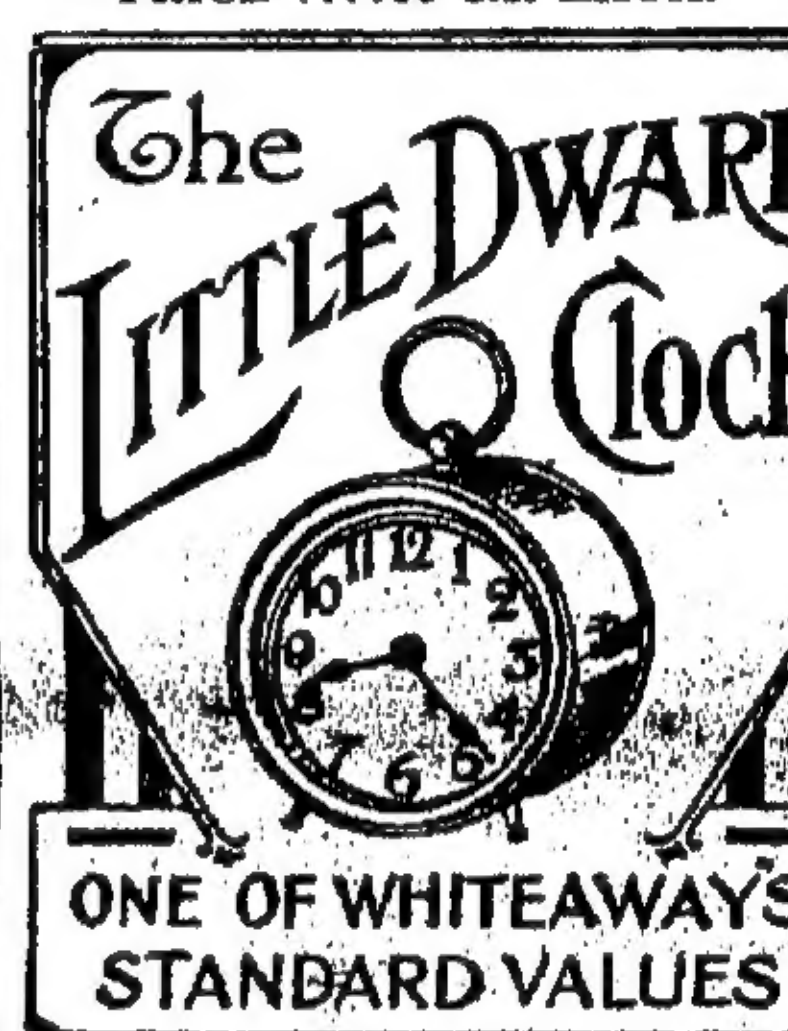
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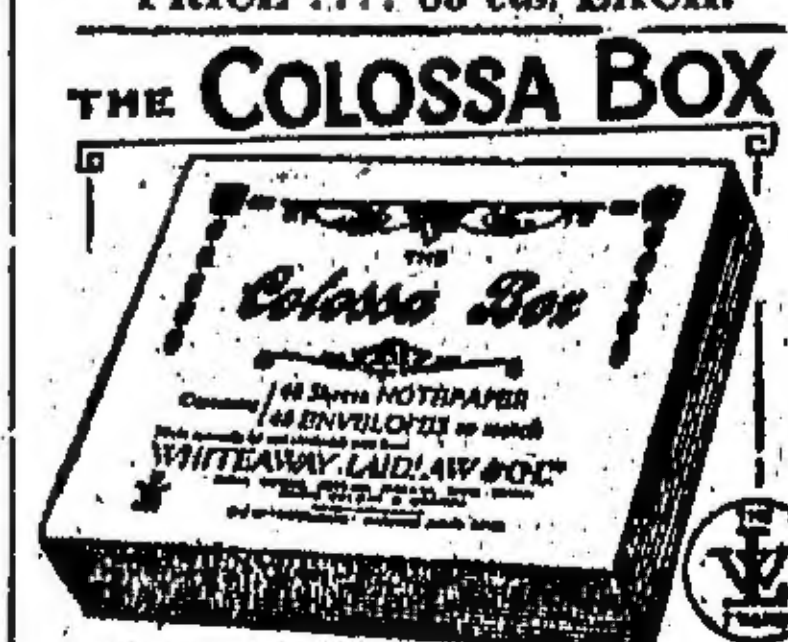
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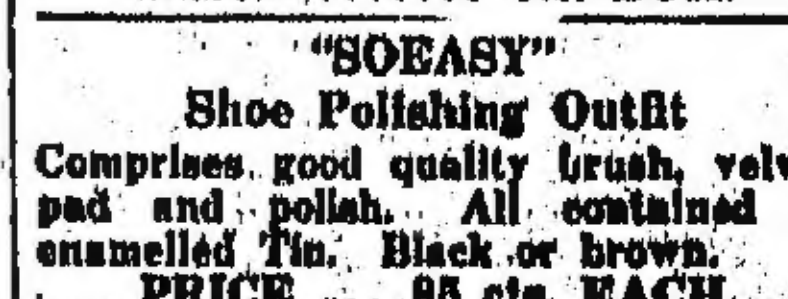
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COMMERCE & FINANCE

SHARE MARKET

Moxon And Taylor's
Weekly Report

A STEADY DEMAND

Messrs. Moxon and Taylor, in their weekly circular on the local share market, under date of April 5 state:

Our market was quiet during the week under review though with a steady demand for sound investments such as Insurance, while Public Utilities were not neglected.

Shanghai market is quiet. The following are the principal alterations since last week.

Banks: Were quiet but steady with buyers at \$1.25 and sellers asking \$1.24.

Insurance: Met with a steady demand at quotations.

Hong Kong Hotel: Had a fair turn-over though at rather declining prices from \$9.10 to \$8.90.

Hong Kong Tram: Came to business at \$18.60 but close rather easier with sellers at \$18.50.

Hong Kong Land: Were steady with buyers at \$63 at which price a few shares changed hands.

Humphreys' Estates: Were in demand and came to business at \$14.40.

Star Ferries: Came in for some enquiry though at the rather lower price of \$67.

Steamboats: Were on offer at \$26 without attracting buyers.

China Lights: Were the medium of considerable business from \$13.50 to \$14, but close quieter with buyers offering \$13.50.

Electricity: Eased off a little and changed hands at \$58 3/4.

China Providents: Were done at \$1.60 and more shares could probably be placed at this price.

Cement: Were wanted at \$8.55 for the combined shares but there were no sellers under \$8.70.

Dairy Farms: Eased off to a selling price of \$20.

Watsons: Were quiet at \$13.20 ex the dividend of 80 cents.

Wharves: Came to business at \$123 and have further buyers at this.

Docks: Met with no demand.

Benguet: Again had buyers but no sellers at \$2.

London Quotations of the 4th inst.: Banks \$132; Index Deferred \$7.17 1/2; Shells \$4.18 1/2 all middle prices.

Exchange: The demand selling rate on London is 1/11 1/16 and the T/T on Shanghai is 1/8 7/8.

The following statement of the securities lodged with the Crown Agents by the Mercantile Bank of India, Limited, against their notes in circulation, is published for general information under Section 5 of the Mercantile Bank Note Issue Ordinance, 1911, (Ordinance No. 65 of 1911):—

Security Amount Latest price.

Bonds Treasury 100 100 100%

The total output of the Kailash Mining Administration's mines for the week ended March 23, amounted to 99,062 tons, and the sales during the period to 116,413 tons.

The "Barua Maru" (O.S.K.) arrived here on Friday from Yokohama and Moji, with amongst other cargo, 20 tons of refined sulphur.

electrification of all lines on the Island of Montreal and the development of a rapid transit suburban traffic that might draw 100,000,000 to 200,000,000 passengers per annum.

As the centre of rail, suburban and tramway services the Tunnel Station would be comparable to the Grand Central Station of New York.

It is an advantageously located, being as close to St. Catherine-street, Montreal's leading shopping thoroughfare, as the Grand Central is to Fifth-avenue.

The transportation map of Montreal, however, would be more along the line of the "belts" and "circles" of London, for which Mr. Palmer finds it admirably suited, than along the elongated, two way travel routes within New York City.

Sir Henry Thornton, President and Chairman of the Canadian National Railways, in a statement after the publication of the report, indicates his accord with the proposals contained in it, and adds that the Canadian National will "seek legislation and take the essential steps to expedite the development of their new terminal facilities."

The completion of the Canadian National plan, Sir Henry points out, does not prevent ultimate participation by the Canadian Pacific if so desired by that company.

BANK NOTES

Local Circulation And Reserve

Returns of the average amount of Bank Notes in circulation and of specie in reserve in Hong Kong, during the month ended March 31, 1929, as certified by the Managers of the respective Banks are as follow:—

Average Specie Amount. In Reserve.

Chartered Bank of India, Australia and China \$15,205,761 \$6,300,000

Hong Kong and Shanghai Banking Corporation 47,198,193 34,000,000

Mercantile Bank of India, Ltd. 1,699,455 650,000

Total \$64,103,409 40,950,000

In addition Sterling Securities are deposited with the Crown Agents valued at £1,282,100.

In addition Securities deposited with the Crown Agents and Straits Government valued at £2,990,442.

In addition Securities deposited with the Crown Agents valued at £180,000.

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Sailings from Canton: Daily, at 8 a.m. & 4.30 p.m. (Sundays 4.30 p.m. only)

HONG KONG—MACAO LINE.

From Hong Kong: 8.00 a.m. "SUI AN" from Wing Lok Wharf (Sundays Excepted)
2.00 p.m. "SUI TAI" do (Sundays Excepted)
From Macao: 8.00 a.m. "SUI TAI" (Sundays Excepted)
2.00 p.m. "SUI AN" (Sundays Excepted)

SUNDAY EXCURSION:

From Hong Kong: SUNDAY 7th April.
9.00 a.m. "SUI AN" From Macao: 4.00 p.m. "SUI AN"

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BRUNSWICK RECORDS
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Seldom Wear Out.

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the City Hall.

HOME SPORT.

THREATS TO A REFEREE

Truly, the life of a referee is not always a happy one. Mr. Johnson, of the meeting of the Middlesex F. A. Council said as much. He reported that at a match between Stanwell District Club and the Hunslow Y.M.C., some of the Stanwell players became so aggressive that they threatened to throw him into the canal and one of them actually tried to do so. In the end he had to be escorted to the dressing-room in a motor-lorry, and even in this sanctuary was again threatened. Although Stanwell had been asked to send a representative to the meeting, no one came, so the club was accordingly suspended from playing within a five-mile radius of their ground until they should appear.

Reversal of League Form

Sheffield Wednesday considerably increased their chances of gaining the League championship when they defeated Derby County by 5 goals to nil. When these two clubs met in September, the Wednesday were defeated by six goals to nothing. The margin of victory on February 16 flattered the winning team, but they certainly deserved to win. They showed themselves ready to take all the opportunities that came their way, and their forwards showed a much greater finishing power. The Wednesday went ahead almost in the first minute, and for minutes later, Harper scored again, and a third goal from Strange completed the first half scoring. Sheffield had a hard time of it to keep their goal intact during the second half, but in the last four minutes Harper scored twice.

Harper Does Well

As Allen was unfit for play, Harper took his place as leader of the attack and scored three very neat goals. Indeed, he might have scored more had it not been that he made several bad mistakes in front of goal. However, he should be congratulated on his game; he was ready to take the chances that came his way and he opened out the game so that the wings were more often in action. Brown the goalkeeper, had a hard time of it, being hit out twice. Derby's wing-men, Crooks and Mann, were dangerous raiders, but the poor rounding-off of their inside colleagues spoilt much of their work. Both sets of forwards were very energetic, and the Derby half-backs did well.

Leicester Defeated

Experience in Cup fighting really won the day when Leicester City met Bolton Wanderers. The Wanderers were all out to win and kept on attacking right to the very end. On the other hand, Leicester went on the defensive in the second half and the game became Bolton's. Alone of all his side Duncan realised that they should be attacking, and often went into the attack himself in a desperate effort to get them moving. At the interval the scores were equal, but not until twenty-five minutes after the restart did Blackmore score the winning goal, although on several occasions he came near to scoring before he was successful. During this part of the game the City never got near Pym, the Wanderers' goalkeeper. Very late in the match the City almost saved the situation, but as Chandler was about to drive he was thrown to the ground. The referee, however, would not allow a penalty.

Seddon's Fine Display

It must, however, be admitted that the Wanderers' victory was in great part due to Seddon, who played as one inspired. He seemed to realise all the deficiencies of his side and try to cover them up. During the first half-hour it looked as though the City were the winning team. The Wanderers' backs could not time the ball, and the wing halves were often drawn out of position. But whenever one of these men

could do no more, Seddon was there to fill Leicester. Then he further encouraged his side by counselling. It was a great display. He had worthy supporters in Dean and Nuttall. Shak Chandler, Lochhead and Hine, did some good work for Leicester, especially in the first half, but Bolton had got their measure in the second part of the game and they did not shine then.

One Goal Margin For Orient

Blackpool were unfortunate enough to lose their captain after half an hour's play against Clapton Orient, for they were the better team, although the Orient had the better individual players. The one goal was scored twelve minutes from the start by Turnbull. Later Blackpool were awarded a penalty, but Benton's shot hit the crossbar. The Orient were the shorter side in attack. Their tackling was better and they were quick to seize any chances that came their way. Turnbull and Tricker were the best forwards for the Orient, and Morley, Gay and Wood, defended in good style. Blackpool were a little erratic in finishing.

For Ascot



Chick Lang, the famous American jockey, has arrived in Britain, intent on capturing the Ascot Gold Cup Stakes in June. He will be up on Reigh Count, the same mount that won the 1928 Derby.

Villa Half-Backs Check Reading

One of the chief reasons why Reading could not get the better of Aston Villa in their Cup tie, was the play of the Villa half-backs. Kingston, Talbot and Tate never relaxed their grip on the Reading forwards. The Villa were the first to score about twenty minutes from the start, but Oswald equalised some ten minutes later. Waring scored another goal just before the interval. Reading were behind even then, but if only they had pressed a very little harder they might at least have equalised. Waring got the third Villa goal almost in the last minute. During the first half Reading played better football than did the Villa, but rather overdid short passing to the neglect of shooting.

Albion's Cup Tie Form

Although the West Bromwich Albion have not been showing very good form in their League games this season, they are certainly putting up a very stern fight in the Cup competition. They certainly deserved to beat Bradford. The credit for the victory really belongs to Cookson; he made the Palace put up a good fight to the very Albion attack, and scored no less than four of the goals. During the first half only two goals were scored. The first came in the eighth minute through Glidden. It was not a particularly good shot, and succeeded because the Bradford goalkeeper was unprepared for it. Cookson scored the first of his four a few minutes later. Five minutes after the interval he scored more goals with in a few seconds, and the remaining couple were not scored till late in the game.

Chelsea Goes Out

Chelsea were lucky to get off so lightly in replay with Portsmouth in the fifth round of the Cup. All the luck of the game seemed to be with them, but they were incapable of taking their chances. They held the ball too long, and their passing was poor. At one period Portsmouth was playing with only ten men, but even then Chelsea did not rally. Portsmouth were out to win and played with determination. Smith was their inspiration. He seemed to do the work of two men, and it was very hard luck that his fine shot did not gain goal in the first ten minutes. It hit an upright and by some freak, came out again. Millington saved Chelsea on two occasions, and was the only man on their side who really deserved warm praise; those two efforts of his were heroic.

Swindon Unfortunate

The Arsenal were very lucky to win their fifth-round Cup tie replay with Swindon, for they did not deserve to do so on the run of the play. For ten minutes they seemed to be far the best team, and scored a very clever goal. After that the Swindon side gained confidence and they began to play with confidence and coolness in a way that was delightful to watch. Again and again they came very near to scoring, but always they just missed. They really needed a man in the middle of their forward line who could get clear of the attentions of one man. But Morris, their centre, was so closely shadowed by Roberts that he could not play up to his usual standard, and the goal did not come. Dickenson, for Swindon, was the best back on the field; he knew what he wanted to do and he did it with absolute calm. The Swindon Roberts, at inside-left, was full of excellent tricks for harassing the other side, and Bew played exceedingly well at centre-half.

Racing

Frank Bullock, the famous jockey, has changed his plans and instead of starting to train horses at Tilshead, has left England for Chantilly. Here he will take charge of the big string which belongs to M. J. Wittouck, for whom he is to act as private trainer. Bullock only returned to England last Summer, after a stay in his native country, Australia. M. Wittouck's horses frequently come to England, and it will be remembered that his colt, Palais Royal II, won the Cambridgeshire last year after having finished second to Fairway in the St. Leger.

Jockeys Leave England

T. Carey, the Epsom jockey, who has been with the South Hatch stable for twelve years, first with the late William Nightingall, and of late with Walter Nightingall, has recently sailed for America. He is to ride as second jockey for the stable for which George Butler is riding in the coming season. Another well-known jockey is also leaving England, although not for so far afield. This is George Smith, who has accepted a stablesman to ride his Ireland. He secured some remarkable wins for Perras's stable a few years ago.

Herr H. von Borch, the German Minister, will arrive soon from Berlin on his way to Nanking to present his credentials.

Dr. Anne Walter Fearn, who has been staying with Mrs. E. S. Cunningham during March, will spend April with Mrs. H. H. Arnold at 14, Avenue du Roi Albert, Shanghai.

With the exception of a few "responsible" ones, the Shanghai General Consulate has ordered the suppression of all "mosquito" daily papers in Shanghai on the ground that they are publishing false reports, harmful to the Nationalist cause and dangerous to the morals of the public.

Dr. Katsusaburo Yamawaki, professor emeritus at the Medical College of the Tokyo Imperial University and leading authority on cancer was honoured recently at the German Embassy in Tokyo in the presence of a score of his colleagues, by Dr. E. A. Foretzeck, German Ambassador to Japan, who presented him with the 1928 prize of the Medical Association of Munich for his study of the disease. This prize is given annually to the person voted by members of the association, as having accomplished the outstanding work of the year in the study of cancer, and this is the first occasion, remarks the "Japan Times," on which an award has been conferred on a Japanese.

The "Japan Advertiser" says that Mr. Ivy Lee, a prominent publicity expert in America who is said to have amassed a fortune through his knowledge of the art of persuasion, is to visit Japan late this month, accompanied by Mrs. Lee and their daughter. While the purpose of his visit to Japan is not known, Mr. Lee during his stay is expected to be ready to teach the art of publicity to the Japanese who have a poor reputation for this sort of thing. Count Shinpei Goto is reported to be preparing a reception programme. The first to apply for Mr. Lee's assistance is said to be the South Manchuria Railway Co. This company, it may be recalled, sounded out the opinion of American financiers last year on the flotation of foreign loans but the firm suffered from the adverse publicity given out by Chinese. As a result, the loans did not materialise.

SOCIAL GOSSIP

Mr. John Campbell, of Merlewood, Drummond, Inverness, retired banker, late agent of the Chartered Bank of India at Soerabaya, left estate valued at £38,455.

Mr. Walter Chappell, of Great Durward, Exeter, company director, who left £257,274, gave £1,000 to the Bishop of Singapore for Church Work in the State of Perak.

The engagement is announced of Mr. Walter Williams, Eastern representative of Messrs. Hoyle and Smith, Ltd., and Mrs. Christina Dop. The marriage will take place at an early date.

During the absence of the Rev. W. W. Rogers, Vicar of St. Andrew's Church, on leave, the parochial and church services will be carried on by the Rev. C. B. Shann, of St. John's Hall.

General Chang Chu was formally inaugurated as Mayor of the Special Municipality of Shanghai. The retiring Mayor, General Chang Ting-fan, is winding up affairs preparatory to handing over the control of the Municipality to his successor, who has arrived from the Capital.

It is learned that the Rev. G. R. Lindsay, formerly Vicar of St. Andrew's Church, Kowloon, has been appointed Vicar to St. Cyprrian's Church, Edge Hill, Liverpool, in succession to Canon H. D. Morgan. Mr. Lindsay, we understand, is returning as Vicar to the church of which he was formerly Curate.

According to the Monthly Magazine of the St. Andrew's Church, Mr. P. Sands is to be ordained deacon to St. Paul's Church, Leamington Spa, on Sunday, September 22, by Dr. Leslie Carr, the Bishop of Coventry. The Vicar of St. Paul's, The Rev. G. W. Arrowsmith, is well known to all at St. Andrew's, for he was here from 1928-1929.

The Hon. Mr. M. H. Whitley and Mrs. Whitley. Mr. C. J. Smith, Mr. W. B. Macgregor, Mr. E. A. Stringer, Mr. G. Wiseman and Mr. D. Ascoli dined recently at Government House, Singapore.

Commander A. Johnstone, D.S.O., R.N., of H.M.S. "Bluchet," recently paid an official call on H.E. (Sir) Hugh Clifford, K.C.M.G., the Governor of the Straits Settlements and stayed to luncheon.

Mr. T. S. Adams, Police Magistrate, Kuala Lumpur, who is leaving shortly on transfer to Kedah as Adviser, Land Office, was entertained by the Court Staff at the Great Eastern Hotel, Kuala Lumpur.

"In future you are not to sell your wife." Such was the judgment of a native court (says the vernacular press) in the case of a Chinese who was charged with disposing of his wife by offering her for sale.

Carrying westward a host of very pleasant memories and several cases laden with Japanese art treasures, Mr. Robert de Billy, French Ambassador to Japan for the past two years, will bid adieu to Tokyo at the end of April. His departure, however, may be definitive, as it is probable that M. de Billy will be transferred to another post during his stay in France, the "Japan Times" learns on excellent authority.

The following acting appointments are notified in the "Government Gazette": Major H. F. Waters as State Engineer, Johore, Mr. A. B. Paterson as an Asst. Engineer, P.W.D., Johore, Mr. A. H. Couser as an Asst. Engineer, P.W.D., Muar, Mr. A. Heywood-Waddington as Controller of Labour, Johore, Mr. F. C. Marshall as Warden of Mines, Johore, and Mr. H. G. Beverley as Assistant to the Johore Police Forces. Mr. C. E. Nugent is seconded for service in Johore.



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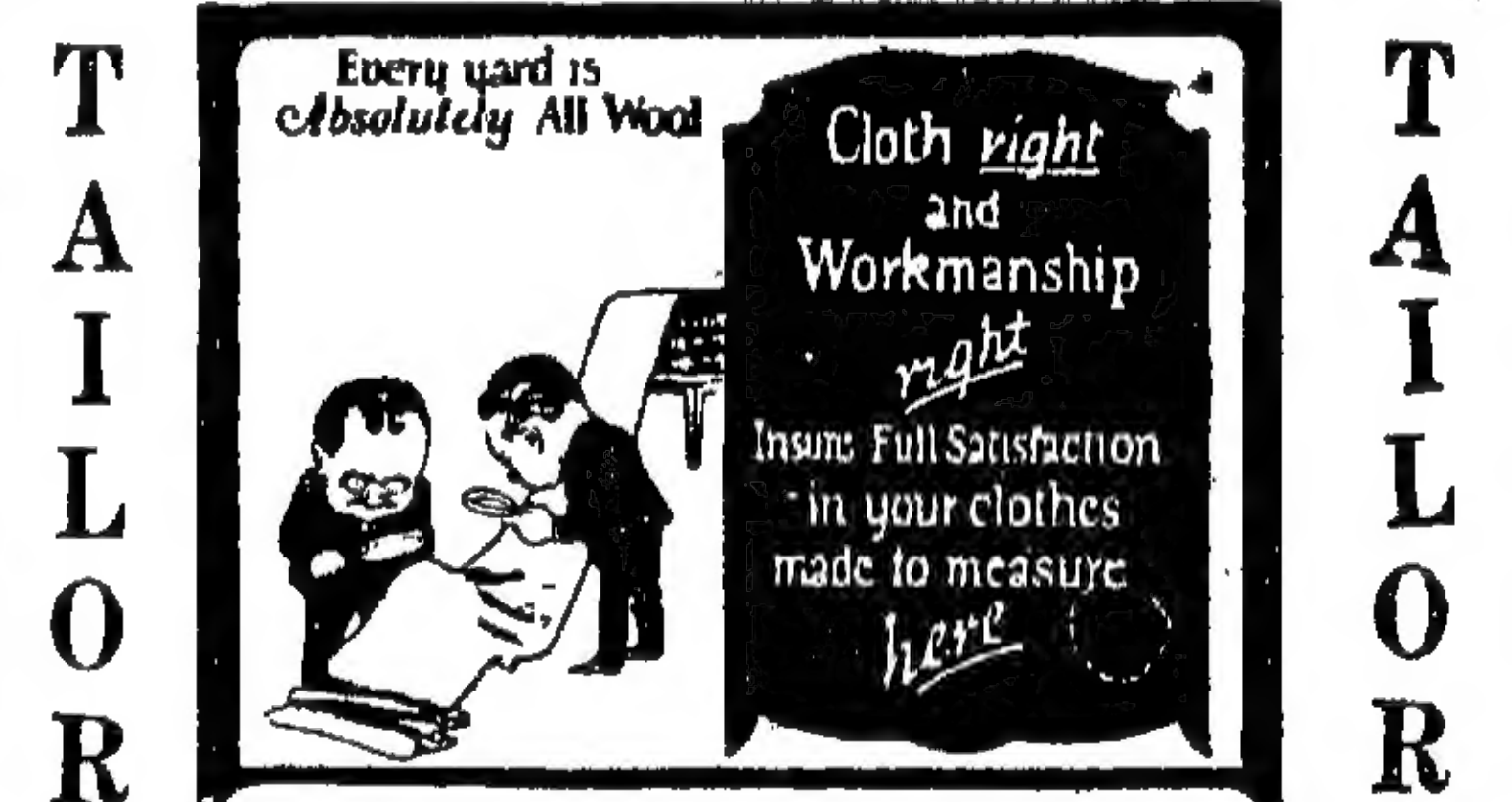


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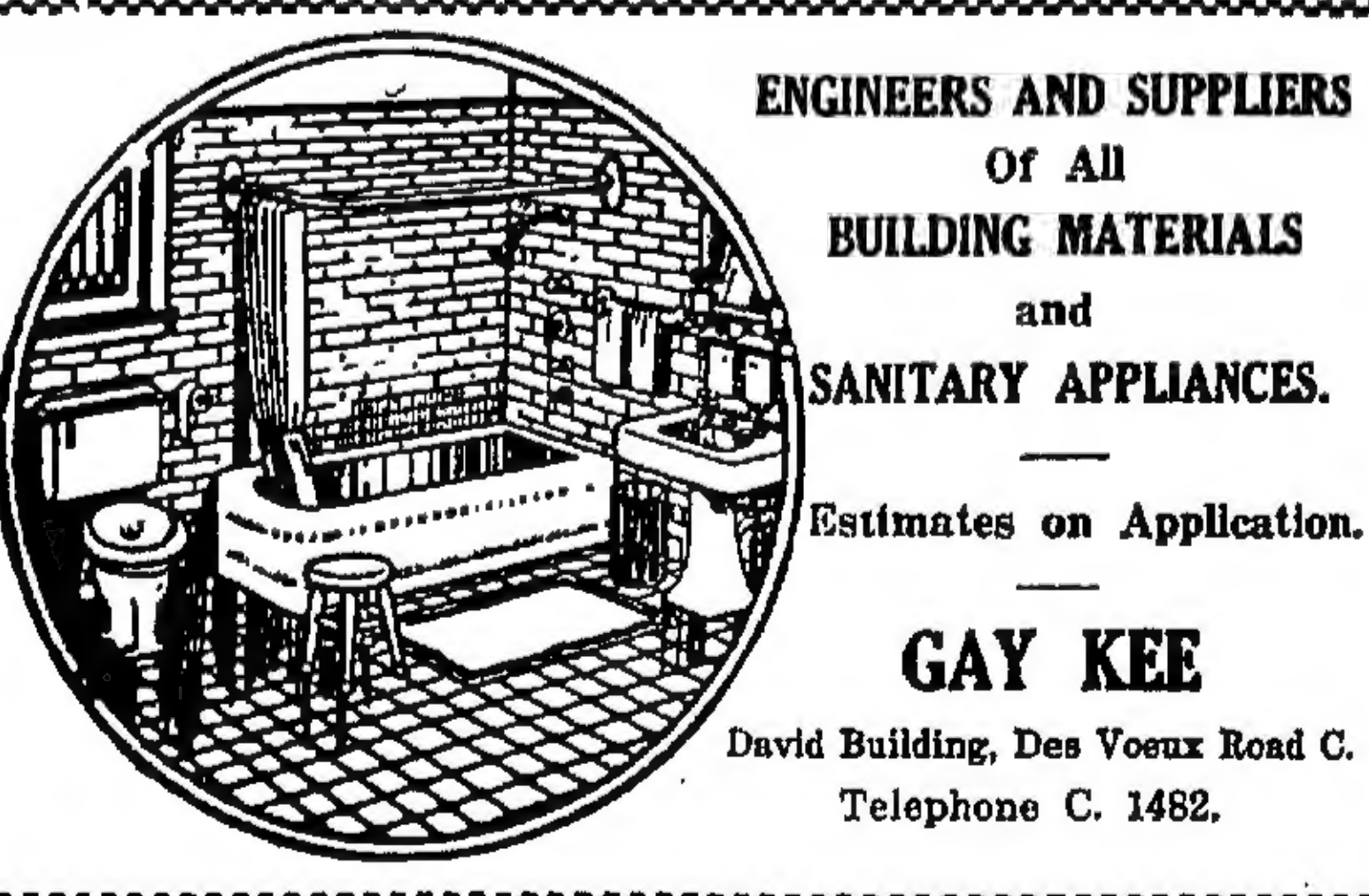
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There are many very smart designs in Cashmeres, Worsteds, Flannels, Palm Beach, etc. These have been made expressly for us from new wool and mohair respectively and are the latest goods obtainable. Style, Fit and Finish Guaranteed.

NEW SUN HELMETS
just unpacked.

For shirts...



that never say "die"

"Viyella" fine flannel is as British in action as in appearance. It never says "die." Even after scores of washes to the laundry and many months of hard wear it still keeps its freshness and quality appearance. It just won't give in.

Despite this sturdy durability, "Viyella" is essentially the choice of well-to-do men. There is something about its rich smooth texture and musical patterns that appeal to those who place appearance before everything.

"Viyella" guards your health, too. It has the unique quality of absorbing excessive moisture and radiating it away, thereby obviating dangerous clamminess.

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unshrinkable
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BRITISH AND GUARANTEED

TO-DAY & TO-MORROW at 2.30, 5.20, 7.15 and 9.15 p.m.

**WALLACE BEERY and
RAYMOND HATTON in
"FIREMEN, SAVE MY CHILD"**
—burlesquing every fine melodrama
You've ever seen!

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MURRAY**

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THURSDAY TO
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11th to 13th.

A Legion of LaFfs!



Don't
fall to
see it.

AT THE
MAJESTIC
NATHAN ROAD, KOWLOON

LEAGUE FOOTBALL

A Most Exciting Game

K.O.S.B. v. ATHLETIC

Kowloon Get Full Points from
Police

Interest in the League is still well maintained by yesterday's results. The Athletic are now favourites for the First Division with their local rivals, South China, although Somersets are running closely with them and will have a say yet in the final positioning.

The Athletic strengthened their chances by a smart win over the K.O.S.B.

Kowloon F.C. also put the Police out of the running for premier honours.

The junior results went as expected, the Navy and the Borderers being still well on top with big wins.

Division I

RESULTS AT A GLANCE

K.O.S.B.	Chinese Ath.	Police	Navy
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

K.O.S.B. v. CHINESE ATHLETIC

These teams met before a big crowd at Sookumpoo, and the Athletic, in an exciting game, where the interest was sustained up to the final kick, beat the Regiment by three goals to one.

The teams lined up as follows:—

K.O.S.B.:—McDougal, Gardiner, Martin, Everest, Davey, Gear, Skeggs, Stock, Reeves, McGlinchey, and Alexander.

Chinese Athletic:—Chan Shek-pui; Lo Wai-man, Wong Shiu-wo; Hoi Choy-yin, Wong Shui-wa, Lam Yuk-ying; Lee Hung-chin, Hoi Kai-chuen, Wong Pak-cheong, Suen Kam-sung, and Chen Kwong-in.

Referee:—Coxon, Willis, R.N. McGlinchey won the toss and the Borderers played with their backs to the sun. The Athletic were the first to be dangerous, Wong Shiu-wo putting just over. The Borderers' defence started shakily, and Suen and Chen, by smart combination, took the ball from half way, Chen crossed in the nick of time, and Wong Pak-cheong beat McDougal with a header.

The Borderers attacked from midfield but Lo Wai-man kicked away strongly from Reeves. In some play of a scrambling nature around the Borderers' goal a penalty was awarded the Athletic, which Suen placed in the back of the net and the Athletic were two up early.

The Borderers rallied, Everest doing well and, sending well up, Reeves shot a daisy just outside. McGlinchey also put a hot one into Chan Shek's hands, which the goalkeeper cleared well. The Athletic led at the interval by two goals to nil.

Intense Excitement
The game in the second half of the match was intensely exciting. Reeves and Stock came near, but the Athletic defence was kicking clean and sure and they kept many hot attacks out. Stock made a big effort, but Wong Shui-wo saved well, whilst Davey, in a good position, was slow, Chen changing defence into attack with a quick dash. The Athletic pressed severely and Suen and Chen came near in a great tussle around McDougal's charge, the Borderers clearing with difficulty. The Borderers scored just after, Reeves smartly tapping in a fine centre from Skeggs.

From now on it was anybody's game. The Borderers were right through, but Stock handled close in. The Borderers hereabouts were worth an equaliser. Great work by the Athletic left wing raised the siege and Chen, after a brilliant run, centred square across for Hong Kai to smash well past McDougal.

The Borderers made a last effort, and Reeves headed to the goalkeeper who saved well.

Game Summed Up
The game was played at a great pace, and was probably the most exciting match of the season. Although the Athletic won by two goals, their early lead was certainly a great incentive and they caught the Borderers' defence hesitating early.

In the first half the Borderers neglected their smart left wing, whereas the Athletic worked theirs all the match, Suen and Chen of the Athletic playing great football throughout. Wong Pak-cheong in the centre was steady in a good nippy line, where the left wing scintillated. Lam Yuk-ying was in great form at

left half, and the backs kicked clean and sure under pressure. Chan kept a good goal.

McDougal, for the Borderers, brought off many good saves, but started shakily. Gardiner and Martin did not find their game until the Chinese were two up. Everest was about the best half on the field, and although he had a great wing opposed to him, he did well.

Reeves was always a trier and deserved more luck. McGlinchey also worked himself to a standstill. Stock was not at his best and the wings did not do much till late in the game when both were playing well.

The Athletic won surprisingly but on the day's play deserved full points in a fine match, full of forcible, fast football and exciting to the last kick.

KOWLOON v. POLICE

A Colourless Display

On the Railway ground yesterday Kowloon managed to secure the points after a hard fight by the only goal scored. There was little about the game to excite enthusiasm, the greater part of the play being of a dull and colourless nature. The Police had plenty of chances, but their shooting was terribly erratic.

Teams:
Kowloon:—Angus, Guest, Pile, Downman, Easterbrook, Bliss, Eastman, Hedley, Hannan, McKelvie, and Miles.

Police:—Clarke, Wynne, Williams, Brittain, Oram, Jessop, Pile, McGreavy, Fraser, Howarth, and Sheppard.

Referee:—Master - at - Arms Vosper (H.M.S. "Cornwall").

The opening exchanges were singularly lacking in incident, neither forward line being in anything approaching First Division form, while both defences were shaky and mischiefs were frequent. The home team were the first to get busy, and Clarke was soon prominent in dealing with shots from Miles and Hannan. The Police defenders began to play a steadier game and had little difficulty in clearing their lines, but the forwards were slow to take advantage of some fine passes from Wynne and Oram. Eventually Miles obtained possession and finished off a good run by beating Clarke from close range.

Half-time:
Kowloon 1
Police 0

On resuming, the Police fought hard for the equaliser, through the medium of McGreavy and Fraser, but they were constantly repelled. The pace became faster but the home team had the better of the exchanges. Only a creditable display by Clarke kept the score down. On the other hand many shots from Howarth and McGreavy were dangerous, but the equaliser did not materialise.

Result:
Kowloon 1
Police 0

NAVY v. R.A.

Decisive Win for the Sailors

At Caroline Hill, the Navy managed to record a decisive victory over R.A. by six goals to one.

Teams:
Navy:—Spiers; McGregor, Jones; Prior, Perks, Aldred; Van Tromp, Firth, Peacock, Kernick, and Preston.

R.A. Fletcher; Oliver, Nelliss; Ward, Joyce, M. Taylor; Wood, Cotton, Leach, Taylor, and F. Jobe.

Referee: Mr. Stokes.

In a clean and sporting game the Navy commenced the attack, and a few moments from the start Fletcher was called upon to defend. Repeated shots from Peacock and Kernick were capably deflected by this player. Leach rushed, and with the assistance of Cotton and Wood, became a constant menace to the Naval defence. Preston transferred play to the R.A. end, but Oliver and Nelliss frustrated an effort by Kernick. The R.A. again made a breakthrough and this time they had better luck, when Leach netted - with a first-time which had Spiers guessing.

Almost immediately after Peacock scored the equaliser.

Half-time:
R.A. 1
Navy 6

On the resumption the Navy took up the attack in real earnest. Cotton placed a shot, which by a miraculous save, Spiers sent back to mid-field, but Peacock seized an opportunity and gave the Navy the lead.

The R.A. were now obviously tiring, of which the Navy were quick to take advantage. Kernick netted a third goal for the sailors. The R.A. made a great effort, but a perfect shot from Leach was neatly cleared by Spiers. The Navy again predominated and Preston scored. The Navy were not satisfied, however, and in quick time Peacock shot in two more shots, both of which materialised.

Result:
Navy 6
R.A. 1

Division II

K.O.S.B. v. SOUTH CHINA "A"

Played before the Senior match, this game was very one sided, the Borderers winning easily by eight goals to nil. Stephens (2), Cornelly, Crawley, and Toal got through in the first half for the Military, the visitors being very rarely dangerous.

Toal added number six early in the second half and Basham and Connolly also scored, the match assisting the Borderers' goal average.

The Regiment were stronger in all departments and played good football.

NAVY v. EASTERN

Two Points Easily Earned

Playing on their own ground at Happy Valley, the Navy found no difficulty in securing both points at the expense of Eastern. They showed a welcome return to their best form, and only a highly creditable display by Ramzan and Rahman, the Eastern backs, prevented a heavier score. So cleverly did these two play, that it was not until three minutes from the interval that the Navy were able to take the lead, Kay being the scorer.

Half-time:
Navy 1
Eastern 0

The superiority of the home team was evinced to an even more marked degree after the interval and Kay contributed an early goal. Straight from the re-start the Navy forwards swept down on the Eastern goal and Cann added a third point. Eastern were a tired and dispirited team from now onwards and suffered a further reverse as the result of a penalty, Carey crashing in an unstoppable shot. No more scoring took place until two minutes from the end, when Evans got through to bring the Naval total up to five. Apart from the backs, the only Eastern players to impress were Cheung Yun Nam and Sabham.

Result:
Navy 5
Eastern 0

ST. JOSEPH'S v. R.A.

Bright Display and Exciting Finish

These teams gave quite a bright exhibition at Happy Valley, and an exciting finish saw the Gunners retire victorious by the odd goal in three.

There was practically nothing in the opening half, both sides settling up brisk attacks which kept the respective custodians busy. Allen and Schofield were conspicuous in the Artillery forward line, while Leonard and Lion were the pick of the St. Joseph's quintette. Five minutes before the interval the Gunners took the lead through Allen.

Half-time:
R.A. 1
St. Joseph's 0

St. Joseph's started the second half strongly, and later Lawrence had brought off a fine save from Castilho, Leonard secured the ball and equalised. Both teams were now all out for the deciding point, but it was not until three minutes from time that Schofield finished a clever run with a beautiful cross-shot which gave Omar no chance.

Result:
R.A. 2
St. Joseph's 1

SOUTH CHINA v. CLUB DE RECREIO

The Club de Recreio met South China at Caroline Hill in a well- contested match, which resulted in a win for South China by four goals to two.

South China predominated from the start and some brilliant wing work by Yip Yan-suen gave his inside colleagues ample opportunities. Chung Tak converted a centre, mystifying Marques, and thereby gave South China the lead.

Stung by this early reverse, the Recreio made a concentrated attack on the home goal. Wong Kan-leung punted the ball to mid-field, where Wong Kee-leung collected and, with a solo effort, penetrated the Recreio defence.

The Recreio, however, were not disheartened and before half-time, Gonzalez drew first blood for his side.

Half-time:
South China 2
Club de Recreio 1

On crossing over the game was decidedly in favour of South China. Good work by Remedios and Xavier certainly narrowed the margin of goals, but Chun Kwok-luen soon put in a cross-shot which left Marques standing and simultaneously increased South China's lead. Within a very few minutes Chun Kwok-

R.H.K. YACHT CLUB

Second Corinthian Race Result

SEVEN DID NOT FINISH

Seven out of thirteen of the racing yachts of the Royal Hong Kong Yacht Club failed to complete the course yesterday when the second Corinthian race of the season was held. "Diana" was first to cross the finishing line but pride of place, on handicap, went to "Speedwell."

The course of 7.2 miles was from the Club (at North Point) to Chan-nel Rocks (port), mark on line (starboard), Cust Rock buoy (s), Chappel Rocks (p), and back to Club. The start was at 2.45 p.m. In the times given below, yachts are set down in order of actually finishing, positions gained on handicap (i.e., according to corrected time) being mentioned in brackets.

Yacht	Time	Corrected
Diana (2nd)	4.23.32	4.21.44
La Linda (3rd)	4.28.12	4.25.41
Speedwell (1st)	4.35.45	4.19.48
Daphne (4th)	4.46.02	4.32.29
Bluenose (5th)	5.09.30	4.53.33
Alisa (6th)	5.09.59	4.56.26
Did not finish:		
Gael, Pierrette, Why Wonder?, Wings, Boojum, Adanac, Thelma.		

"Devil Take"

The following are the starting times for the "Devil take the Hindmost" race (for cruisers) to be sailed to-day:—

Yacht	Time
"Chinook"	9.45 a.m.
Snipe	10.05
Lady Jean	10.05
Isis	10.25
Curlew	10.45
Typhoon	10.50
Feathers	10.55
Norseman	10.55
Queen Bee	11.05
Comet	11.10
U and I	11.20
Wanderer	11.20
La Cigale	11.45

The finishing time limit is mid-night.

A preparatory gun will be fired at 9.40 and a gun to start to "Chinook" at 9.45. After this two white discs will be hoisted two minutes before the time of start for each succeeding yacht—the recall number of the yacht will also be hoisted—and the fall of the second disc will be the official time for the start of the yacht or yachts concerned.

A yacht may cross the line before the fall of the disc but three times the time she is ahead of her proper time will be added to her finishing time; alternatively, the time a yacht is behind the fall of the disc will be added to her finishing time.

luen again netted and Gonzalez retaliated by recording the final goal of a fast game.

Result:
South China 4
Club de Recreio 2

ATHLETIC v. SMALL UNITS

A Runaway Victory for the Chinese

The Athletic only fulfilled expectations by defeating Small Units on the Club ground. The score of five goals to nil does not in any way exaggerate their superiority. The Small Units were only able to field a weak team, and from the start, the result was never in doubt.

Leung Tat-wing (3) and Li Fong (2) were the scorers for Athletic, and the Small Units were unable to reply.

For the losers, Twelves and Pyle were the only players of note.

Result:
Athletic 5
Small Units 0

LEAGUE TABLES

First Division	P.	W.	D.	L.	F.	A.	Pts.
S. China	18	12	2	4	35	21	26
Athletic	18	11	4	3	40	22	26
Somersets	17	10	4	3	44	16	24
K.O.S.B.	19	10	3	6	45	25	23
Police	19	10	3	6	26	20	23
Royal Navy	19	10	1	8	42	27	21
Kowloon	20	7	0	7	20	27	20
Recreio	17	5	3	9	41	41	13
R.A.	17	6	0	11	22	40	12
*H.K.F.C.	18	4	4	10	22	40	12
*Small Units	19	1	0	18	13	70	8
*Club conceded Small Units the points for cancelled match.							
*Club v. Athletic game drawn 2-2 deleted as under protest match to be replayed.							
Second Division	P.	W.	D.	L.	F.	A.	Pts.
Royal Navy	23	21	1	1	103	18	43
K.O.S.B.	21	18	1	2	103	18	37
Somersets	20	13	3	4	60	22	29
Athletic	20	13	1	6	59	23	27
S. China "B"	23	10	3	10	43	49	23
R.A.F.	21	9	4	8	45	40	22
R.A.	20	7	3	10	34	55	17
S. China "A"	20	8	9	23	47	14	14
St. Joseph's	21	6	2	13	23	46	14
Recreio	21	5	2	14	24	63	12
Small Units	21	4	4	13	24	66	12
Eastern	19	3	5	11	24	52	11
Kowloon	21	3	5	13	21	75	11

Referees' Meeting

The monthly meeting of the Hong Kong Football Referees' Association will be held at the Chaplain's Hut, Scandal Point, on Friday at 6 p.m. prompt. All interested are cordially invited.

FLEET BOXING

Tournament Finals Fought

ADMIRAL PRESENTS PRIZES

The finals in the China Fleet Amateur Boxing Championships Tournament, which was started on Friday, were decided last evening at the Royal Naval Canteen Theatre, Praya East. There was only one knock out, in the Catchweights, all the other finals being fought the whole of the distance of three rounds each.

Amongst those present at the ringside were H.E. the Commander-in-Chief, China Station (Vice-Admiral A. K. Waistell, C.B.), and members of his Staff, Mr. R. M. Dyer, Chairman of the Hong Kong Boxing Association, and other members of the Association.

At the close, the Cups were presented to the winners in the various classes by the Admiral. Before the distribution of trophies, Commander Figgins, R.N., Chairman of the Fleet Boxing Association, addressed the gathering and told the men that they were fortunate to have the presence of His Excellency the Admiral that night. He would, on their behalf, thank His Excellency for kindly consenting to give away the prizes. (Applause.)

Address by the Admiral

Addressing the men, His Excellency the Admiral said that for the past two years it had been impossible to hold fleet boxing tournaments because of the ships having been so scattered, for reasons which they knew well. Then what boxing the men of the Fleet were able to do in Hong Kong was due to the assistance given them by the Hong Kong Boxing Association, several officials of which were present that night and had assisted them in that tournament also. On behalf of himself, the Officers and men of the Fleet, His Excellency expressed thanks to their civilian friends for all that they had done. (Applause.)

The tournament which they had just completed, His Excellency said, had been a successful one. The science seen, if it was not very good science of boxing, was nevertheless good. The bouts had been hard fought and with the spirit of sportsmanship, which, after all, was the best side of boxing. (Applause.)

In conclusion, His Excellency expressed thanks to Commander Figgins, the Association's Secretary, and C.P.O. Campbell, the announcer, for the lot of hard work which they had put in to make that tournament the success that it had been. (Applause.)

Final Results
The final results were as under:—

A FEW GAMES ONLY

End-of-Season Cricket in the Colony

"A HONG KONG XI" v. THE REST
Service Player Scores Century for Club 2nd Team

As has been the case during the last few weeks, there was only a comparatively small programme of cricket matches yesterday, but a fixture on the Hong Kong C.C. ground provided considerable interest.

"A Hong Kong XI," not quite the best side that the Colony can put together, rather easily accounted for a team picked from "the rest."

A lone fixture in the second division was the only League match. The hard and true wicket, generally, afforded little help to the bowlers, with the result that high scoring was more in evidence than usual.

It. Maxwell scored a century for the Hong Kong C.C. 2nd XI.

"A HONG KONG XI" v. REST

On the H.K.C.C. ground, a Hong Kong XI defeated a team chosen from the rest of the Colony by six wickets.

For the winners, Brace was in fine form with the ball and brought about a collapse after "the rest" had put on 87 runs for the loss of four wickets. E. C. Fincher, going in first, batted patiently for 68 but received little support from his colleagues, the whole side being dismissed for 126. Brace returned the remarkable analysis of 7 for 12.

"The Hong Kong XI" had matters much their own way and compiled 171 runs after winning with six wickets in hand. Pearce played a stylish innings for 65 while Brace helped with 33. Taking four wickets for 32, Capt. Dobbie was the most successful bowler for the losers. Scores:—

The Rest

E. C. Fincher, c Owen Hughes, b Brace 68
E. F. Fincher, b Wales 14
F. I. Zimmerman, b Bowker 5
K. Parkhurst, c Bowker, b Brace 16
Capt. A. G. Dobbie, c Bowker, b Brace 0
b Brace 0
E. J. R. Mitchell, at Pearce, b Owen Hughes 5
F. C. Baker, c Anderson, b Brace 0
b Brace 0
L. C. H. C. Singleton, R.N., c Anderson, b Brace 9
H. V. Parker, not out 5
A. T. Lee, c Pearce, b Brace 0
Pay, Lt. G. M. Waters, R.N., c Bowker, b Brace 0
Extras 2

Total 126

BOWLING ANALYSIS.

	O.	M.	R.	W.
Wales	13	2	47	1
W. C. Hung	5	0	14	0
Bowker	9	3	16	1
Brace	10	5	12	7
Owen Hughes	6	0	23	1
Anderson	3	0	12	0

A Hong Kong XI.

A. W. Hayward, b Parker 14
D. J. N. Anderson, c Zimmerman, b Dobbie 6
T. E. Pearce, b Dobbie 65
W. Brace, c Dobbie, b A. T. Lee 33
H. Owen Hughes, c E. F. Fincher, b Parker 7
W. C. Hung, c Zimmerman, b Dobbie 6
R. H. Wright, c and b Dobbie 4
H. R. B. Hancock, not out 19
A. C. I. Bowker, run out 2
C. D. Wales, b and b Parker 0
Rev. E. K. Quick, b and b Singleton 12
Extras 3

Total 171

BOWLING ANALYSIS.

	O.	M.	R.	W.
Dobbie	15	3	32	4
A. T. Lee	6	0	25	1
Parker	15	1	51	3
Baker	4	0	23	0
Waters	1	0	14	0
E. F. Fincher	5	0	20	0
Singleton	3.3	1	3	1

League II

C.S.C.C. 2ND v. UNIVERSITY 2ND

At Happy Valley, the Civil Service C.C. 2nd XI defeated the second team of the University by 63 runs.

In spite of an unfortunate accident to one of their opening batsmen, the home team set the visitors 121 runs, the top-scorer being Kelly (36). The University bowling was consistently poor, although not particularly destructive.

Kelly and Edmonds shared eight wickets between them for 20 and 32 runs and were greatly responsible for the victory of the C.S.C.C. Only two "Varsity" batsmen reached double figures, the total of the side being 58.

The game was somewhat marred by the injury to Westlake who, in his usual aggressive style, attempted to pull the first ball of the match for a four but, mistiming, met it with the left eye. The wound bled profusely and the player had to be taken to the Royal Naval Hospital for treatment. He was unable to take any further part in the match. Scores:—

Civil Service C.C. 2nd XI.

H. F. Westlake, retired hurt 0
F. E. Booker, c sub, b Chan Fook 12
J. F. Wilmott, b Chan Fook 12
W. J. Eldridge, run out 12
V. H. Chittenden, c Osman, b Chan Fook 13
R. Davies, c Barma, b Hiptoola 1
Hiptoola 1
W. H. Edmonds, c Chan Fook, b Hiptoola 12
H. F. Harper, b Chan Fook 0
D. R. Kelly, c sub, b Baker 36
T. W. Carr, not out 26
B. E. Maughan, b Baker 0
Extras 1

Total 121

BOWLING ANALYSIS.

	O.	M.	R.	W.
Baker	6.4	0	31	2
Chan Fook	9	2	29	4
Hiptoola	5	0	43	2
Osman	1	0	17	0

University 2nd XI.

A. B. Sullivan, c Eldridge, b Edmonds 25
Edmonds 0
H. T. Barma, c Wilmott, b Edmonds 25
M. R. Osman, b and b Edmonds 4
A. Chan Fook, c Carr, b Kelly 4
F. Hiptoola, b Kelly 0
A. Baker, run out 5
G. E. Yeoh, c Carr, b Kelly 1
A. A. Aziz, b and b Kelly 0
R. T. Lake, b Edmonds 7
K. P. Gan, not out 4
Extras 2

Total 58

BOWLING ANALYSIS.

	O.	M.	R.	W.
Edmonds	10.2	1	32	4
Eldridge	2	0	4	0
Kelly	8	3	20	4

Friendly Matches

"EWO" v. "TAIKOO"

The Chinese R.C. ground at Causeway Bay was the venue of a "hong" match, "Ewo" (Messrs. Jardine, Matheson & Co., Ltd.) losing to "Taikoo" (Messrs. Butterfield & Swire) by three wickets.

Hinton, bowling well for B. & S., took six wickets for 21 runs and helped in a large way to dismiss Jardine's for 128. Coxon (37) and Macdonald (45) scored freely for the losers but Grieve (18) was the only double-figure contributor.

Dowler's stand for 41 paved the way to victory for Taikoo. Newbigging bowled steadily, but his six wickets were rather expensive. The Ewo attack was, on the whole, inclined to be weak. Scores:—

"Ewo" (Jardine's)

E. A. Simon, b Hinton 5
W. L. Smith, b Moor 0
W. D. F. Wilson, b Hinton 1
R. E. Coxon, c Hickling, b Dowler 37
D. L. Newbigging, b Hinton 4
T. R. Macdonald, c Telfer, b Hinton 45
N. L. H. Raiton, c Roberts, b Gillingham 2
Gilligham 6
J. Kendrew, b Hinton 18
R. Grieve, c Dowler, b Moor 18
G. Puncheon, b Hinton 3
R. E. Macdonald, not out 0
Extras 7

Total 128

BOWLING ANALYSIS.

	O.	M.	R.	W.
Moor	12	0	62	2
Hinton	11	3	21	6
Dowler	3	0	19	1
Gilligham	3	0	19	1

"Taikoo" (B. & S.)

A. H. Gillingham, b Newbigging 13
O. Moor, c and b Smith 11
H. Spicer, c Wilson, b Smith 8
J. R. Dowler, b Newbigging 41
J. R. Hinton, c Newbigging, b Macdonald 16
C. C. Hickling, b Newbigging 9
J. A. Ross, b Coxon 17
W. F. Telfer, c Simon, b Newbigging 8
A. M. Macaulay, not out 4
C. C. Roberts, b Newbigging 0
A. E. Arnold, c and b Newbigging 0
Extras 8

Total 135

BOWLING ANALYSIS.

	O.	M.	R.	W.
Smith	8	3	21	2
Newbigging	9.4	0	61	6
Raiton	2	0	24	0
Coxon	5	1	22	1
Macdonald	1	0	9	1

R.C.C. 2ND v. H.K.C.C. 2ND

On their own ground, Kowloon C.C. 2nd XI lost to Hong Kong C.C. 2nd XI by 128 runs.

The visitors early mastered the bowling of the home team and, in a bright display, knocked out 234 runs for five wickets, declared, Lt. Maxwell distinguishing himself by scoring 126.

The uphill battle was too much for the K.C.C. who replied with 106. Stanion, who took four wickets for three runs apiece, is proving to be an all-rounder and will be an acquisition to the H.K.C.C. if he were to devote more time to the game. Scores:—

Hong Kong C.C. 2nd XI.

Lt. W. A. H. Maxwell, at Mackay, b Lee 120
K. H. Batger, run out 2
H. J. Armstrong, c Mackay, b Gregory 16
W. K. Tait, at Mackay, b Gregory 2

A. Reid, c Overy, b A. R. F.

Raven 36
V. W. L. Stanion, not out 20
J. A. Summers, not out 12
Extras 20

Total (for 5 wkts., dec.) 234

G. E. R. Divett, H. L. F. Ewin, H. J. Wolff did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Lee	10	0	52	1
Overy	9	1	36	0
Petheram	4	0	19	0
Gregory	4	0	20	2
Hampton	2	0	17	0
Smith	2	0	25	0
A. R. F. Raven	5	0	45	1

Kowloon C.C. 2nd XI.

F. S. W. Smith, c Summers, b Stanion 15
N. A. E. Mackay, b Summers 27
G. Lee, c Armstrong, b Stanion 6
H. Hampton, b Divett 0
B. Petheram, b Divett 1
A. R. F. Raven, b Tait 24
K. R. Mackaskill, not out 0
O. B. Raven, c Divett, b Stanion 0
E. R. Price, hit wicket, b Stanion 0
H. Overy, c Reid, b Summers 3
H. A. Gregory, b Summers 0
Extras 19

Total 106

BOWLING ANALYSIS.

	O.	M.	R.	W.
Summers	6.5	1	22	3
Stanion	7	8	12	4
Wolff	5	1	16	0
Divett	5	0	14	2
Tait	4	1	10	1
Batger	2	0	13	0
Reid	1	1	0	0

ELECTRIC v. I.R.C. 2ND.

At King's Park, Electric R. C. defeated Indian R. C. 2nd by 43 runs.

The Indians' bowling was not up to its usual standard but frequent changes kept down the runs. Seven bowlers were tried, P. M. el Arculli (4 for 4) going on late, being the most successful. Gahagan and Murdoch, with 36 each, put up more than half the total of their side, which reached 114 runs.

The Indians collapsed against the splendid bowling of Gahagan, who accounted for eight wickets for 27 and was practically unplayable. Scores:—

Electric R. C.

C. E. Gahagan, b and b Sirdar Khan 36
L. F. Lunny, c Madar, b A. R. Suffad 5
W. N. H. Murdoch, c A. K. Ismail, b Sirdar Khan 36
I. de Rome, b A. S. Suffad 5
A. F. Paul, c A. K. Ismail, b Sirdar Khan 2
J. R. Way, c A. K. Ismail, b Madar 0
Madar 9
H. F. Cunha, not out 9
H. F. Cunha, c A. K. Ismail, b Arculli 0
H. S. Jones, c Madar, b Arculli 0
W. B. Muskett, b Arculli 4
A. R. Cox, b Arculli 4
Extras 17

Total 114

BOWLING ANALYSIS.

	O.	M.	R.	W.
A. K. Ismail	2	0	20	0
A. R. Suffad	3	1	16	1
A. S. Suffad	6	0	18	1
Sirdar Khan	9	4	24	3
Madar	3	0	7	1
Arculli	3.3	3	4	4
Mohamed	2	1	8	0

Indian R. C. 2nd XI

M. P. Madar, b Gahagan 22
F. M. el Arculli, c Paul, b Gahagan 0
A. S. Suffad, b Gahagan 10
D. Mohamed, not out 23
R. Nazarin, b Gahagan 0
A. K. Ismail, c Cox, b Gahagan 0
Sirdar Khan, b Gahagan 0
A. R. Suffad, c Paul, b Gahagan 5
M. Y. Adul, b Muskett 0
S. Ismail, b Muskett 5
R. A. Razack, b Gahagan 1
Extras 5

Total 71

BOWLING ANALYSIS.

	O.	M.	R.	W.
Muskett	11	3	25	2
Gahagan	10	1	27	8
Way	3	0	14	0

LEAGUE TABLES

Division I.

	P.	W.	D.	L.	Pts.
Hong Kong C.C.	8	6	2	0	20
University	8	5	1	2	16
Kowloon C.C.	8	3	3	2	12
Indian R.C.	7	3	2	2	11
Royal Navy	8	3	1	4	10
Royal Artillery	8	3	0	5	9
Chinese R.C.	7	2	1	4	7
Craigengower C.C.	8	1	3	4	6
Civil Service C.C.	8	1	3	4	6

Division II.

	P.	W.	D.	L.	Pts.
H.K.C.C. 2nd	11	10	0	1	30
Indian R.C. 2nd	12	9	1	2	28
R.E. & S.	11	8	0	3	24
C.S.C.C. 2nd	12	6	2	4	20
R.A.S.C.	12	6	2	4	20
Kowloon C.C. 2nd	12	6	4	3	19
Recreo	12	5	1	6	16
University 2nd	11	4	2	5	14
Craigengower 2nd	11	4	2	5	14
Police R.C.	12	3	0	9	9
Royal Navy 2nd	10	2	1	7	7
R.A.O.C.	9	2	0	7	6
Electric R.C.	11	0	3	8	3

MUSKETRY

Imperial Shield Contest

SOUTH AFRICA WIN

London, Yesterday.
With an average of 79.903 out of a possible 100 South Africa for the third time has won the King's Trophy awarded to the country showing the highest musketry efficiency in the Imperial Shields competition.

Canada was second with 77.619; Great Britain third with 71.699; and New Zealand fourth with 61.885.

Australia and "the rest" (India and Rhodesia) did not qualify. 32,000 boys competed.—Reuter.

GOLF

Starting Times For To-day

The Royal Hong Kong Golf Club announces the following starting times for Sunday:—

Time	Player
9.32 a.m.	A. H. Ferguson, L. R. Andrews
9.32	T. L. Christie, K. S. Robertson
9.36	C. Thwaites, A. J. Frank
9.40	Capt. Ashby, J. R. Collis
9.44	E. C. Frederick, E. Lewis
9.48	W. D. Brown, I. H. Geare
9.52	W. L. Dunbar, C. E. Holmes
9.56	H. G. Howard, W. J. Gordon
10.00	A. G. Coppin, L. Yates
10.04	A. Leach, K. L. Dugan
10.08	J. S. MacLaren, D. Ellis
10.12	Capt. Grant, A. Webster
10.16	E. P. Fletcher, W. K. Tait
10.20	C. B. Brown, S. T. Rutlin
10.24	J. P. Warren, C. C. Stark
10.28	E. des Voeux, A. O. Brawn
10.32	S. Berg, J. E. Wright
10.36	A. B. Purves, C. Mycock
10.40	A. Piercy, H. Spicer
10.44	R. K. Hepburn, A. Sommerfeld
10.48	S. J. H. Fox, M. B. Mathews
10.52	H. N. Laver, S. M. Walker
10.56	G. W. Reeves, S. S. Perry
11.00	N. K. Littlejohn, T. S. Whyte Smith
11.04	A. E. Lissaman, Major Beamish
11.08	C. L. Shank, E. D. Black
11.12	O. E. C. Marton, D. J. Gilmore
11.16	F. M. Ellis, J. K. Shaw
11.20	H. R. Remington, J. Thayer
11.24	H. R. Sturt, S. A. Sleep
11.28	A. D. Humphreys, H. A. Lammer

The United States House of Representatives adopted the Box Bill, which provides more stringent regulations regarding the entry of foreigners coming as visitors and seeking employment.

The death sentence passed in France upon a Serbian woman named Josepha Kures has been commuted to imprisonment for life. She was found guilty of having murdered a girl, but there was no direct evidence of the crime.

WINTER GOLF



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Sealed boxes of 10 suppositories for public and physicians. **ARHOVIN-GOEDECKE:** (taken by mouth) against acute, chronic, simple or complicated GONORRHOEA, PROSTATITIS, EPIDIDYMITIS, CYSTITIS, PYELITIS. No side-effects on gastro-intestinal canal or kidney system. Contains no balancics. Quick cure.

Bottles of 30 capsules, to public and physicians. **TARGESIN-GOEDECKE:** most modern preparation against anterior and posterior Gonorrhoea. Rapid cessation of secretion. Painless, free from irritation, strongly bactericidal, antipylotic, of "deep" action.

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Recourse to the use of steel tanks near the Praya, at Sutherland Street and Western Street, recalls the drought of 27 years ago when tanks had to be constructed, from which to supply the people of Hong Kong Island with water from the mainland. In those times the tanks were of brick. The ones of to-day are of steel. Two more are being put up for use at present, nearer the central district than the first two. And, by a coincidence, it is also remembered that an official in the Water Office of the Public Works Department, who took an important part in the erection of the brick tanks 27 years ago, is still with the Department and, by a coincidence or not, had much to do with the steel tanks of 1923-9.

A new-comer will no doubt be struck with awe by the great number of Committees existing in this little Colony, and which function in almost everything. The impression one naturally gathers at first sight is that we are all living in Utopia. Nothing can go wrong and the citizens' welfare and interests are most assiduously studied by one Committee or another. Unfortunately this is only an illusion. Anyone who has resided in Hong Kong for any length of time, will find that many of our Committees enjoy only seeing their names in print. They certainly do a lot of talking, but, whatever the subject under discussion may be, it goes no further. Serving on Committees is a common pastime of some taipans. It may be a curious form of pleasure, but it certainly appeals to those who are on the higher pedestal in the Colony. In accepting an invitation to serve on a committee, one at once becomes more dignified and important. It also provides the means of spending not only the whole of one's leisure hours, but also a great portion of one's working days. Our various Committees sit often—in fact, much too often—but what tangible results can they show? Have they done anything for the advancement of the various interests of the Colony? The War Memorial Hospital Committee has been sitting for several years—(some of the original members are now dead)—and yet what concrete result have they achieved? Therefore the question arises to what purpose is many of our committees? Nevertheless, they all take a keen delight in "serving," probably because the joy of deliberation is greater than the sense of achievement. There is a deep craving in the human soul to meddle in as many concerns and other people's affairs as possible. And "serving" on Committees helps to satisfy that craving!

Taipans' Imaginary Labour

A member of Parliament gave notice in mail week of a question to the Attorney-General concerning the fees of counsel. The suggestion is that the fees might be subject to regulation. The reply has not yet come to hand, but a correspondent has asked if "the leading barristers in the Colony 'kill' litigation by charging too much?" We are aware of the fact that occasional thought has been caused by the amounts on the briefs and refreshers of the leaders of the local Bar, the best known being \$1,000 and \$250, respectively. Some people think this too much. But is it? As a Hong Kong K.C. said, it is not worth his while going into Court for less because he can earn practically as much in Chambers, with retainers, consultations, and opinions, without having to forgo everything else to devote his sole attention to a case in Court. If fees are high and litigation is restricted because they are high, that is largely a matter of circumstance. There are juniors who charge less, but why do clients—and solicitors—almost invariably prefer the handful at the top? A labourer is worthy of his hire, the old saying goes, and one is not compelled to go to Court or to engage the services of counsel whose rates they consider unreasonable.

Where One Can Be Married?

A reader asks what is the difference here between marriages in churches and at the Registry. That, we think, is largely a matter of personal opinion. The law, at least, is clear on the point. And when a marriage ceremony is performed in a church, it is recorded, or should be, at the Registry. It is interesting to note, though, the places laid down by the legislature as to where marriages in this Colony can be held. There are 26 of them altogether and they are classified thus in the eyes of the law:—

Church of England:—St. John's Cathedral, St. Peter's Church (West Point), St. Paul's Church, St. Paul's College Chapel, St. Stephen's Church (West Point), Holy Trinity Church (Kowloon City), St. Mary's Church (Causeway Bay), St. Andrew's Church (Kowloon), All Saints Church (Yau-mat), All Saints Church (Homuntin).

Inter-denominational:—The Peak Church, Union Church (Kennedy-road), Union Church (Kowloon), Basel Mission Self-supporting Church (West Point), Basel Mission Self-supporting Church (Shamshui-poo).

Roman Catholic:—The Roman Catholic Cathedral, St. Joseph's Church, St. Margaret's Church (Broadwood-road), The Holy Cross Church (Shaokwan), The Rosary Church (Kowloon).

Wesleyan:—Wesleyan Garrison and Naval Chapel.

Wesleyan Methodist:—Chinese Wesleyan Methodist Church (Caine-road).

Protestant:—Rhonish Mission Chapel (Bonham-road).

Church of Christ in China:—Hop Yat Tong (Bonham-road), Shing Kwong Tong (Sookumpoo).

Transport Officer, China

Captain B. P. MacMahon, R.N. (retired) has been appointed Sea Transport Officer, China, in succession to Captain E. L. Grieve, D.S.O. He was employed on special duty in China during 1927-8, and formerly served in the Operations Division. During the late war he was Staff Officer with Vice-Admirals Sir Douglas Gamble and Sir F. C. Doveton Sturdee in the Fourth Battle Squadron of the Grand Fleet.

Weary of Hong Kong's Attractions

"Normally, it is at this time of the year that the officers and men of the China Station Flagship grow weary of the attractions of Hong Kong." This is by S.G.H.L. in the "Singapore Free Press." In an article entitled "Away to Wei-hai-wei!" he reveals a number of Royal Naval "secrets" pertaining to the China Station. The writer refers, inter alia, to most of the Treaty ports on the China Coast, the West River and the Yangtze. And he says:—Concurrently, but for more valid reasons, the activities of the Commander-in-Chief and his Staff are concentrated on the preparation of a "Summer Programme" for the Squadron. Long and bitter experience of former programmes chiefly remarkable for their failure to materialise (due to reasons not remotely connected with the political situation in China) has failed to damp entirely the enthusiasm of the naval "Brass Hats" in their production of this hardy annual.

Complicated Tactical Exercises

The Fleet Gunnery Officer, the Fleet Torpedo Officer, the Fleet Signal and Wire Officer, the Fleet Engineer Officer and the Fleet Aviation Officer, collectively, evolve a formidable schedule of Annual Exercises calculated to extend the efficiency of the ships of the China Squadron to breaking point. The Staff Officer (Operations) and the Fleet Navigator, between them, give birth to a series of complicated Tactical Exercises. The Fleet Marine Officer produces deeply laid plans for Annual Musketry and Field Training, the bugbear of Ward Room Servants and Officer's "batmen"! The Fleet Account Officer submits his bright and sometimes original ideas for keeping His Majesty's Ships complete with Stores and Money, and last, but not least, the Fleet Physical Training and Recreation Officer compiles a stirring Fixture List for competitive events embracing all forms of sport from Boat Sailing to "Shove-ha-penny"!

Various not before the Admiralty's Secretary "Drafts" and his staff have been made desperate and profane in turn by requests for edited copies of "Rough Drafts," "Amended Drafts," "Fair Drafts," "Amended Fair Drafts" and "Final Drafts"), the tentative "Summer Programme" is ready for the customary ruthless blue pencilling by the Commander-in-Chief, his Chief of Staff and their Secretaries. Follows a sequence of Symposiums with the Chief of Staff in the chair of the Symposium: consultations with Dockyard Officers pave the way to a clear understanding of the Squadron's requirements: thus in due season and after further consideration by the Commander-in-Chief the "Summer Programme" is printed and promulgated for "information and guidance."

Long before this, the atmosphere of the Flagship's Ward Room, the Gun Room, the Warrant Officer's Mess and the Lower Deck Messes is charged with rumours. The many "Ones-in-the-Know" elect to speak in whispers but oftentimes their discretion is defeated by unusual bursts of silence with satisfactory results to third-party "Broadcasters." By such means as this will be made known ultimately the all important date of sailing, some weeks before the programme issues! There will be much talk of prospective visits to Amoy, Shanghai, the Treaty Ports on the great Yangtze River; Chefoo and perhaps Shan-haikwan, the ancient city situated at the eastern extremity of the Great Wall of China. Possibly, too, the programme will provide for a cruise in Japanese waters but in these days of oil fuel economy there exist good grounds for doubt: nevertheless, the wish may well be father to the thought!

The Wish Father to the Thought

What Dieu et Mon Droit Means

The business of the preliminaries to shaping a course for Wei-hai-wei, the deservedly popular summer time rendezvous of the China Station Squadron, is entered into with an unmistakable zest by officers and men alike. Little thought is given to their less fortunate contemporaries who are stationed permanently in Hong Kong and in His Majesty's ships on the West and Yangtze Rivers who must perforce suffer in duration vile with the advent of the hot and sultry weather. "Dieu et mon droit," in naval circles, may be freely translated as "I'm in the boat—shove off!" and is it not written that the Smooth and the rough shall be endured in equal proportions in the long run? The interval between the date of the issue of the programme and the date of sailing is a period of anxiety tempered only by the gaiety of a round of "Farewell Parties" to friends ashore.

"Fortunate Married Officers"

The fortunate married officers whose wives have accompanied them to the Far East will spend much of their time in making itineraries for their ladies, which may be expected, not unreasonably, to synchronise with the movements of the Flagship so far as funds will allow. The Commander-in-Chief and his staff will scan with more than usual interest the newspaper reports from the Treaty Ports, the preface in the past of the abandonment of many carefully constructed summer programmes. At long last the date of sailing arrives. The bridge of the Flagship becomes the centre of an ordered sphere of activity; the Guard and Band are paraded on the Quarter Deck; the Engine Room telegraphs flick their curt commands and the first turn of the propellers brings confusion to the sceptics and their forebodings. Through the famous Lyemun Pass (shades of Admiral "Jerry" Noel) and so out to sea, the Flagship is bound for Wei-hai-wei.

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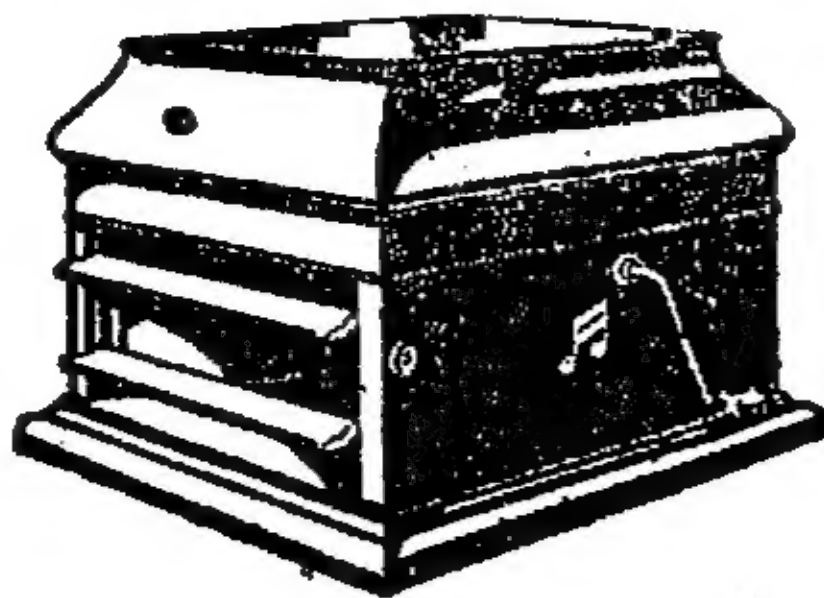
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HONG KONG, SUNDAY, APRIL 7, 1929.

A Temperamental Colony

COMPARED with bunches of thorns at Home life in this Colony is for many a garland of roses. The aroma of ease and plenty permeates the atmosphere. The example of the industrious ant is soon consigned to the limbo of forgetfulness. If hustle there be at times it is confined to the task of amassing as many dollars as possible and quitting the Colony for good. Therein lies all the explanation that may be sought regarding the spirit of indifference that eats into the soul—indifference to civic problems, indifference to Governmental affairs, indifference to all and everything but one's own charmed circle.

In everything that is done the personal equation counts most. The "willing horse" is found in our midst (even in our own office), it is true, aye ready and able to do the work of ten pressed men in seeking a solution of those ills that truth compels us to declare infest even this Colony with its many numerous "admirers and well-wishers." The very existence of these ills may serve as a reminder that there are civic duties to be performed, and, hence, that there is a call for the functioning of the civic spirit amongst us. But a search for "citizens" in the ordinarily accepted sense of that word would be in vain. Everything is done for us by a paternal Government that brooks not the "Meddlesome Matties" so much in evidence in many other cities that boast of a Municipal Council—the Paul Prys that dare question this and dare question that item of expenditure. Alone does the Government plough its lonely furrow—and is ecstatic in its loneliness. True, it unbends most condescendingly in graciously tolerating the system of nominating unofficial members to the Legislative Council and the Sanitary Board, and fondly imagines that this sop should suffice to appease the appetites of those few to whom it comes as second nature to perform public duties. If even the whisper or hint of a remonstrance is heard on the part of some more daring residents, there promptly comes the reminder that "old custom" is a precious thing in the Colony and that ancient usage must be preserved as all hazards.

A stream of eloquence, intended to be chilling in its application, is poured forth on any well-intentioned ideas of creating a civic spirit. The Colony has progressed so wonderfully, so marvelously, so surprisingly along the good old lines of eighty odd years ago that it would never do to think of making any change in this year of grace Nineteen Hundred and Twenty-Nine! What was good enough for the residents of the Colony thirty and more years ago must be all sufficient for the present generation. "A people get the kind of Government they deserve." And, contrariwise, a Government gets the kind of people it deserves—sometimes!

"Shake up the Government" declare the critics. "Enthuse the community" declaims the Government. And both find themselves in the long run in the same cul de sac of temperament, indifference, and toleration with the things that matter in the daily life of the Colony. Climatic and residential conditions may be advanced for this temperamental trait as it applies to the community. "Red hot" on a subject one day and "stone cold" the next, how can anything savouring of the civic spirit be created, nurtured, and maintained? The community sinks into a groove of thought and inaction—and is too often quite content to stay there until such time as the Homeward-bound steamer departs and they leave these shores for ever. Seldom a thought for "what might have been," had they individually been less temperamental, less prone to take things as they found and left them. Seldom a thought for the work of uplifting that might have been at least essayed during their sojourn, amongst us had they been truly animated with the spirit of real progress and had they truly believed in the immense potentialities of this Colony.

It may be that a succeeding generation will be found endowed with the greater qualities of which true citizens are made, and that a future administration will be entrusted with the pleasurable task of assigning to the community its rightful share in the civic government of a Colony wherein all should take their stand on the same platform of citizenship first, last, and all the time.

HONG KONG FAIRY STORIES

The A.D.C. are producing "The Dover Road," and if it is successful they will then consider "Chater Road," "Queen's Road," etc.

A leader in the "China Mail" says that Hong Kong has too many holidays. Everybody will agree with the writer: there should be no holidays of any kind.

The world tourists who have been visiting the Colony say that it is climatically and in every other respect the finest place on the face of the globe, and they were very reluctant to trot away from it.

Local shopkeepers are of opinion that globe-trotters are the most generous of people. They always pay whatever is asked. It is a pleasure to give them bargains.

THE "HERALD" CALENDAR

April 7, 1866.—Hong Kong Mint opened.

April 7, 1918.—Great powder explosion at Canton.

April 9, 1878.—Great tornado in Canton (2,000 houses destroyed and 10,000 lives lost).

April 9, 1911.—Tartar General at Canton assassinated.

April 12, 1895.—Presentation of colours to Hong Kong Regiment.

April 13, 1864.—Sir John Bowring became Governor of Hong Kong.

April 13, 1895.—Soldiers' Club, Hong Kong, opened.

April 14, 1855.—St. Francis Xavier left Goa for China.

April 14, 1921.—Proposals for new and increased stamp duties introduced in Legislative Council, Hong Kong.

"Postpone Singapore!"

Mr. Lloyd George's politics in the ordinary way do not concern us in this Colony one iota, but if on other subjects he appeals to ignorance and prejudice to the extent which he does when he touches on naval questions, he must be in desperate straits indeed. He is reported to have said on March 1:—"Postpone Singapore until you have attended to England, Scotland and Wales." Now, first of all, the inevitable decision to modernise the Singapore base was taken in June, 1921, when Mr. Lloyd George was Prime Minister. Secondly, the work at the base is as much for the benefit of England, Scotland and Wales, their security, trade and well-being, as for Singapore itself. Then, also, the speaker must know full well that a decision such as he recommends could not in honour be taken without consulting the Dominions, who are equally concerned, and are sharing some of the cost. Which brings us to the sordid question of £. s. d., in regard to which the ex-Prime Minister no doubt hoped to conjure up a vision of many millions being squandered upon an unhealthy swamp, as one of his supporters once put it. The facts are that the base is to cost altogether 7½ millions, spread over many years. Work has already been going on for seven years, and the main contract was only placed last September, for completion in another seven years. Towards this 7½ millions, the Malay States have given two millions, New Zealand one million and Hong Kong £250,000, so that nearly one-half of the cost is thus contributed.

A Fact Overlooked

The astonishing fact overlooked by Mr. Lloyd George, we are reminded by the "Army, Navy, and Air Gazette," is that the expenditure to a large extent comes back into British industry, both for labour and for material for the graving dock, workshops, build-

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ings, roads, railways, water supplies, generating station, foundry, cranes, and all the up-to-date appliances required by a modern naval base. In fact, it would not be surprising if England, Scotland and Wales, when it is all worked out, are actually in pocket over the scheme! The question which should be put to Mr. Lloyd George is this: If returned to power next month, would he dare to go back upon the policy of the last five years and the contract signed last September?

A Stolen Two-Pounder

One finds queer things in some papers that find their way to this Colony. Glancing over a Penang contemporary the other day light was shed (?) on the mystery of a two-pounder gun that was stolen some time ago from the deck of a British destroyer in the local harbour. The paper in question, writing before the latest upheaval in Canton, says that the Nationalist Government at Canton seems disposed at last to make a show of doing something to check piracy on the inland waters within its jurisdiction. It has commissioned as patrols two motor gunboats built at Hong Kong. These are little vessels with a length of 84 feet and a beam of 15 feet, which can do 15 knots in still water, but only draw two feet two inches. Their screws are an adaptation of the Yarrow tunnel stern system which is adopted in all British river gunboats. They will want their speed to pursue merchant ships captured by Chinese pirates, because these ruffians always work from inside nowadays, shipping as passengers and rising at a pre-determined signal instead of attacking with junks as they used to. The Canton authorities have armed their little ships with four two-pounder pom-poms and two machine guns. Some British naval men suggest that a two-pounder which was recently stolen at night from the deck of a British destroyer was taken so that Chinese officials could study this useful gun from the more pleasant end. Who has been leg-pulling in the Penang newspaper office?

WHAT THING

by
"CAN DO."

When one first comes out to this Colony, one is never done writing letters Home. The chief concern of the week's "work" is catching the Home mail—only to fall off gradually and eventually to forget there is such a thing as a Home mail at all! But the habit of letters writing is to be encouraged—even if one determines to reply to every single letter received. The best letter writers are those who can make direct appeal to their readers. Such a correspondent may reveal beauty of personality, often hidden behind the mask of self-consciousness when in the presence of others. The letter of a child probably achieves the goal more surely than that of many adults. Confident of interest and attention, a child outlines impressions of occurrences of everyday life, eagerly and vividly. Adults often exercise an injudicious and destructive discrimination, making their letters stilted and meaningless.

Wide knowledge
and understanding
can be gained
by corresponding
with people of various types and ages. Choose facts and thoughts that will appeal to the reader, excluding what is of personal interest to yourself alone. A serious minded brother or friend at Home would find no thrill in details of bargains in frocking frippery or an elderly maiden aunt in horse riding or motor speed-escapes in Nathan Road or Castle Peak. The over estimation of the importance of episodes of everyday life in this Colony sometimes provokes annoyance, but caution in this regard should never be allowed to override expression of personality. Practice makes perfect as much in this, as in any other art. Valued friendships are sometimes forgotten through the neglect of regular correspondence. Long absence renders writing increasingly difficult, particularly if friends have gone to places and people unknown. Interest can be maintained, however, by keeping friends abreast of happenings, concerning things known to them, introducing the unknown only in topics of a particularly diverting character. Correspondence with people of unvisited countries has distinct educational value and a high degree of interest. It gives fuller meaning to the beauties and marvels of the world. Impressions of incidents and sights written by somebody known personally, or through the medium of letters, create ideas of the world's wonders that are excelled by nothing but actual travel. Let my readers, therefore, when writing Home, dwell more on the beauties of the Colony than upon personal trivialities.

Letter Writing first comes out to this Colony, one is never done writing letters Home. The chief concern of the week's "work" is catching the Home mail—only to fall off gradually and eventually to forget there is such a thing as a Home mail at all! But the habit of letters writing is to be encouraged—even if one determines to reply to every single letter received. The best letter writers are those who can make direct appeal to their readers. Such a correspondent may reveal beauty of personality, often hidden behind the mask of self-consciousness when in the presence of others. The letter of a child probably achieves the goal more surely than that of many adults. Confident of interest and attention, a child outlines impressions of occurrences of everyday life, eagerly and vividly. Adults often exercise an injudicious and destructive discrimination, making their letters stilted and meaningless.

The same authority, many in Hong Kong (and Kowloon, to be sure) will be glad to hear, has a much more practicable remedy for the motor horn, which he would standardise as to pitch "in a low melodious note." If it be doubted whether motor horns could be made melodious, it is certain that they could be made a great deal less discordant. It is worth noticing, by-the-by, that a good driver finds little use for his horn about the city; he realises that at a moderately busy street corner his warning will attract little notice in the medley of sounds around him, and that as it does not have the magic effect of clearing an intersection, it is wise almost to stop before crossing, the mechanical precision of the modern car making this commonly possible without a change of gears. Motors are themselves prone to become noisy as they grow old, but since manufacturers and owners realise that noisy machinery means abnormal wear and waste of power, both cars and lorries are becoming quieter and more efficient. Public opinion is forcing the motor cycle to follow the same trend.

Silent trams and motors will not, however, solve the problem. Types of noise differ with the prevailing popular method of locomotion. Schopenhauer was typically bitter in his complaint against the cabbies and carriers of Frankfort-on-the-Main. "I have long held the opinion," he wrote, "that the amount of noise that anyone can bear undisturbed stands in inverse proportion to his mental capacity, and may therefore be regarded as a pretty fair measure of it. Noise is a torture to all intellectual people." The knocking of hammers, barking of dogs, and crying of children were bad enough, but Schopenhauer's real grudge was against the "thought-killing detonations" caused by the cracking of whips in the streets. The whip has long since given place to the motor horn, about which many business men have felt as the German philosopher did about whiplashing. But in the future it may be that the din of both motor and tram will be lost in the roar of the aeroplane. Or will the sky over cities be forbidden to these trumpet-tongued monsters?

In spite of Schopenhauer and Professor Spooner few people regard silence as the ideal condition for a city, in whose mingled sounds there is for most of us an attractive note of friendliness and warmth, which perhaps can be appreciated best at a little distance. Nothing is more heartening than to look over the city from a height, as we can (or may) do from the Peak—and there listen to all the sounds of community life and work—the movement of the traffic, the hammering of Dockyard carpenters, the intermittent metallic hiss of a Chinese sawmill, and the quick engine-beat of the Star Ferry launches. Discord here becomes concord—what one might call a harmony of industry. Stop the sounds and the city would seem as cold and depressing as one of its own business streets on Sunday or any evening after midnight.

A More Attractive Note
In spite of Schopenhauer and Professor Spooner few people regard silence as the ideal condition for a city, in whose mingled sounds there is for most of us an attractive note of friendliness and warmth, which perhaps can be appreciated best at a little distance. Nothing is more heartening than to look over the city from a height, as we can (or may) do from the Peak—and there listen to all the sounds of community life and work—the movement of the traffic, the hammering of Dockyard carpenters, the intermittent metallic hiss of a Chinese sawmill, and the quick engine-beat of the Star Ferry launches. Discord here becomes concord—what one might call a harmony of industry. Stop the sounds and the city would seem as cold and depressing as one of its own business streets on Sunday or any evening after midnight.

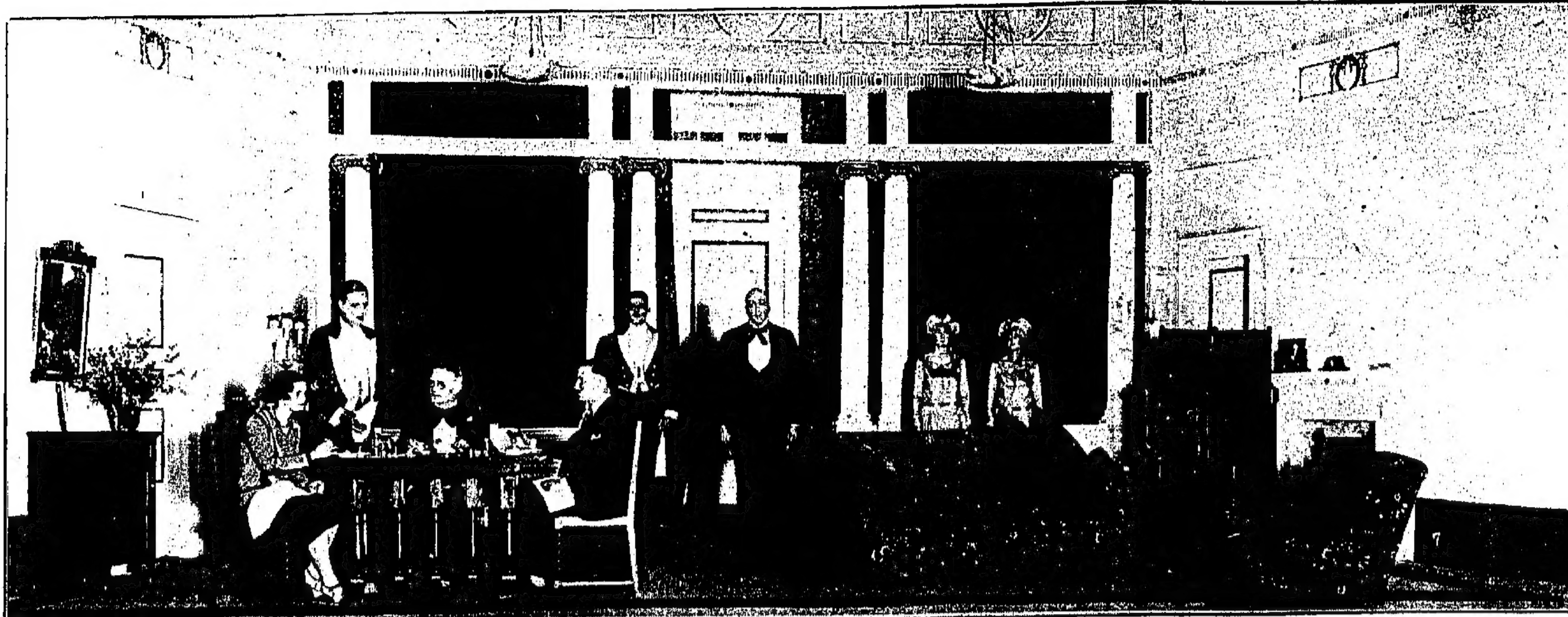
A correspondent writes to the Theatre Royal Singapore local "Times" to this effect:—

This is written—in heat—on the back of a programme, in doubt whether it will survive the stab of morning. A great deal has already been said and written on the failings of our magnificent theatre, but familiarity breeds contempt and it needs an exquisite performance like Pavlova's to make one realise the beastliness of the premises in which it is given.

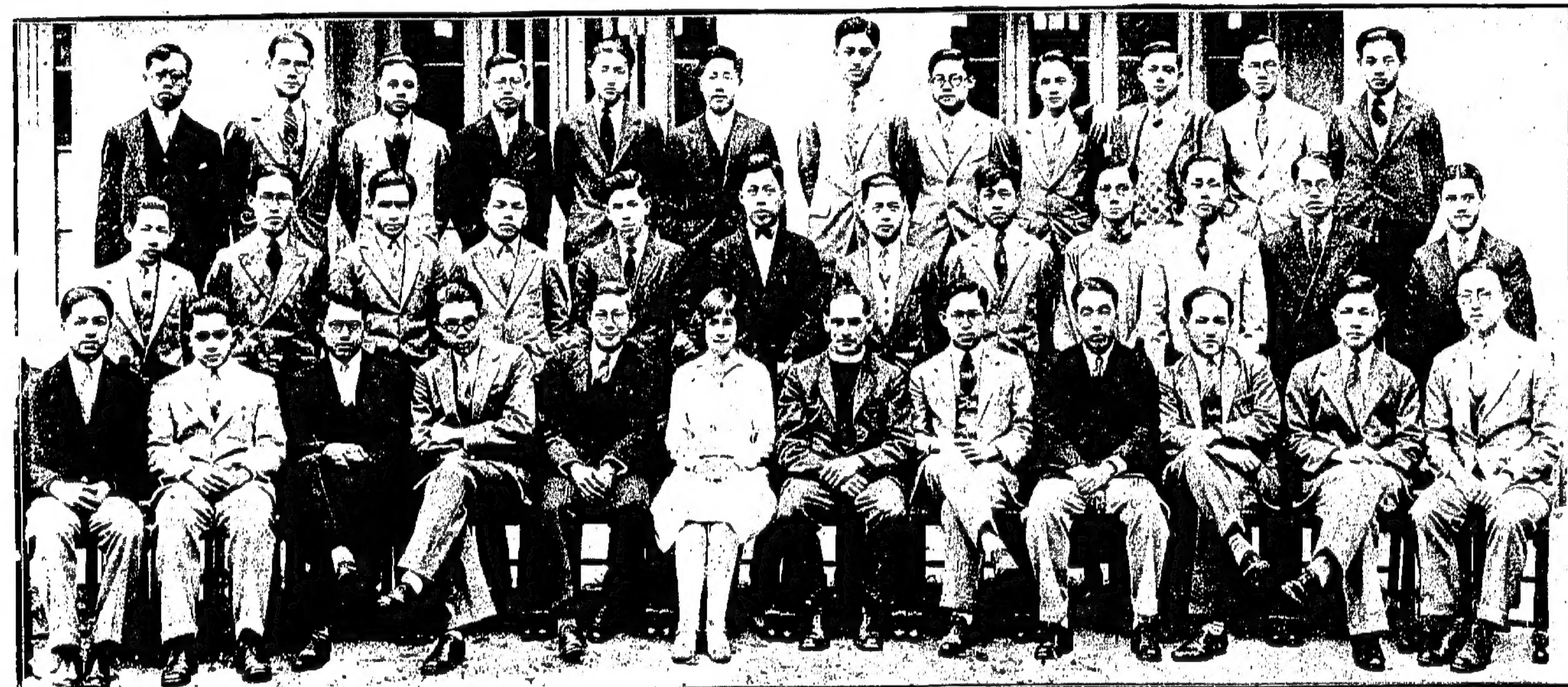
The ponderous—if somewhat squat—building on the west side of the Padang, bears mute witness to the spending powers of our Municipal Commissioners. Among their millions of dollars wouldn't they find enough to provide

- (a) A cloak-room attendant.
- (b) Two hair brushes and a comb.
- (c) Two or three dozen small towels.
- (d) Some soap.

If the Government of Hong Kong can't find the money to shift the Railway terminus, how about a dollar or two to find the aforementioned (a), (b), (c) and (d) for the Theatre Royal?



"THE DOVER ROAD"—By A. A. Milne, very successfully produced by the Hong Kong Amateur Dramatic Society at the Theatre Royal last night, and to be presented again this week. Left to right: Marjorie Taylor as "Anne," G. D. Mead as a footman, A. N. Lucey as "Mr. Latimer," J. H. Raikes as "Leonard," S. C. Banks as a footman, L. Stewart Goss as "Dominic," Evelyn O'Hagan and Margaret Bunje as maids, in one of the outstanding scenes of the piece. Another photo appeared in yesterday's "China Mail."



UNDERGRADUATES AT THE UNIVERSITY, HONG KONG.—The 1929 group at St. John's Hall, which hostel is maintained by the Church Missionary Society. The Warden of the hostel, the Rev. C. B. Shann, M. A., is seated in the centre.—(A. Fong).



GRETA GARBO & CONRAD NAGEL in "The Mysterious Lady."—at the Queen's from April 11 to 13.



SHAMEEN RESIDENTS.—Mr. Anthony P. Mei of Messrs. Reiss, Massey & Co., Ltd., and Mrs. Mei.



JETTA GOUDAL, NILS ASTHER & MARION DAVIES in "The Cardboard Lover,"—at the Queen's to-day and to-morrow.



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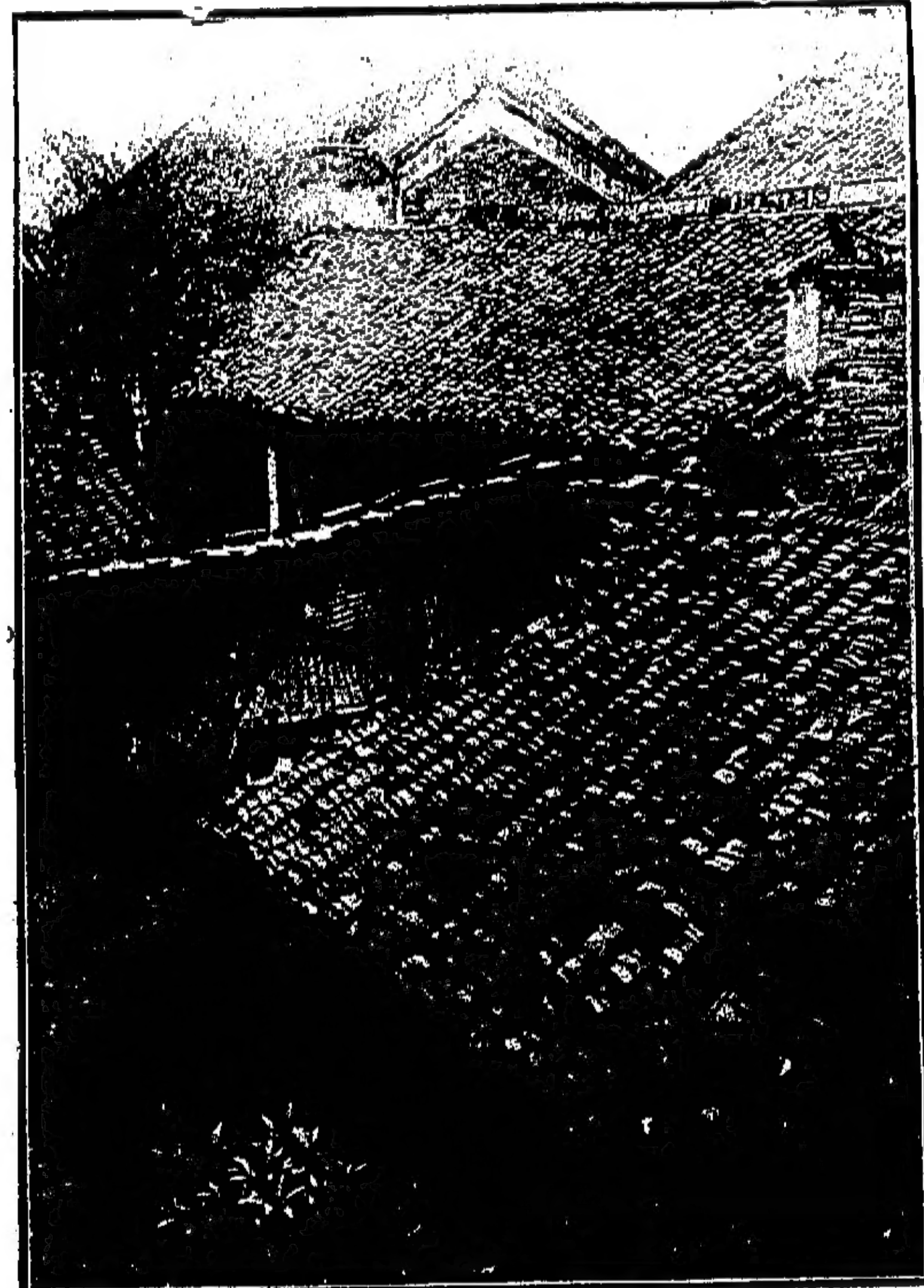
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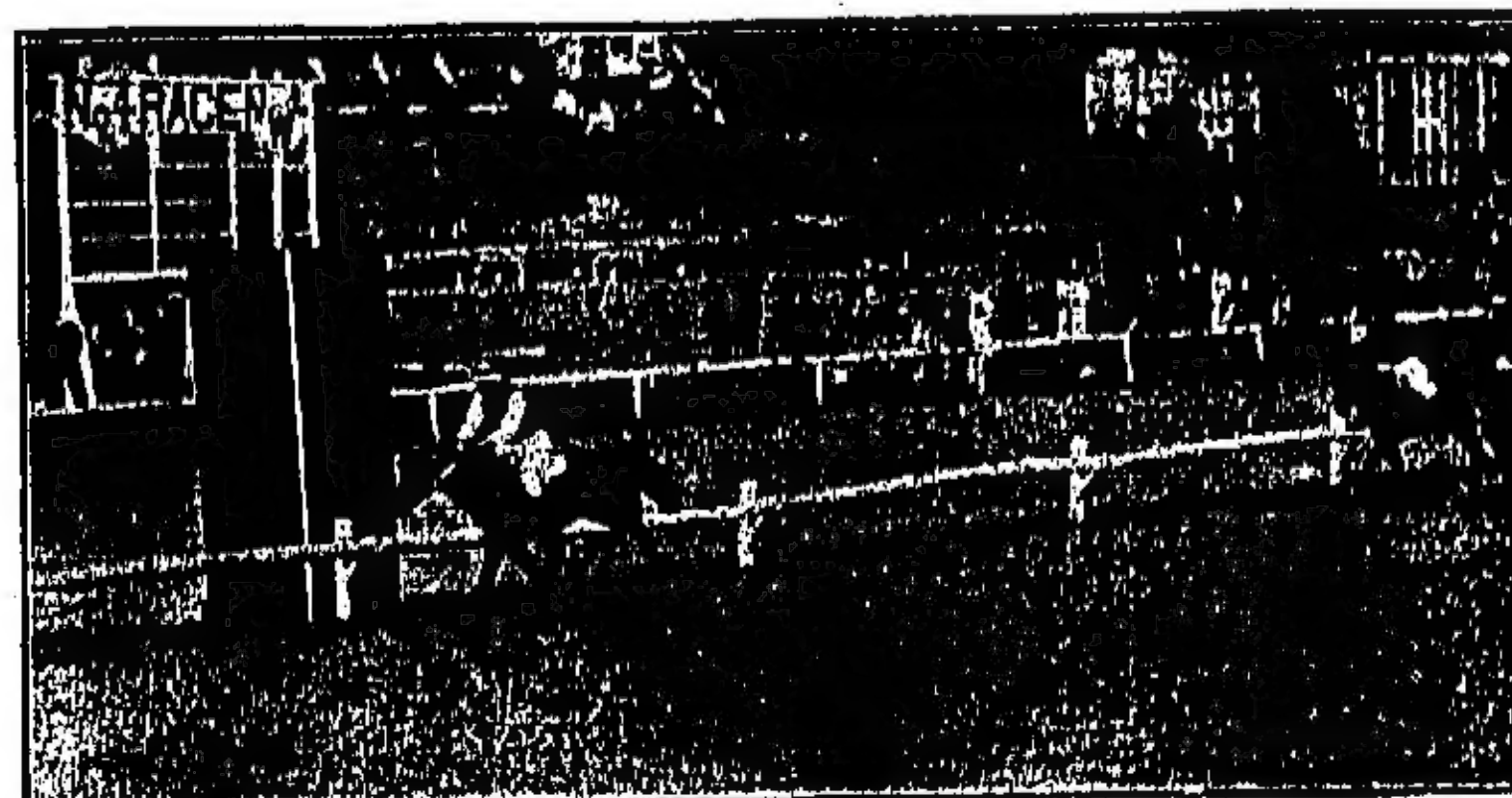
AT ONE OF THE RANGES.—On Stonecutters Island, in the Hong Kong Volunteer Defence Corps annual rifle meeting during the Easter holidays.—(K. Fujiyama).



STRANGE VIEW OF CHINESE ROOFS.—Houses attached to Dr. Cliff's mission hospital at Nanning, Kwangsi. Very picturesque, but not congenial. As seen from the "flat" occupied by Dr. and Mrs. A. Cannon of Hong Kong during their travels.—Strict copyright.



TREVEFFA TROPHY.—The winning crew last week, from the Douglas s.s. "Haiyang" with the officer in charge (Mr. Twibill), behind, at right, photographed at the Royal Hong Kong Yacht Club, North Point, after a very interesting finish.—(K. Fujiyama).



TOWN HALL'S VICTORY.—In the Easter Plate (1 1/2 miles) on April 1, in the Jockey Club's second extra race meeting of the season, with Mr. T. L. Wong up. This pony is owned by Mr. Ho Kom-tong, O.B.E., the only Chinese to annex the Hong Kong Derby. Grand Tattoo Eve was beaten three lengths and Duke of Chantilly, third, a short head behind the second.—(K. Fujiyama).



CONRAD NAGEL & GRETA GARBO in "The Mysterious Lady,"—at the Queen's from April 11 to 13.



PLANTS TREE IN MEMORY OF HIS FATHER.—Mr. and Mrs. Sun Fo, the son and daughter-in-law of the late Dr. Sun Yat-sen, are here seen planting a tree at Nanking, where a memorial service was held in honour of the Father of the Chinese Revolution. The tree-planting ceremony was held all over China.—(Mr. Kuo, Chung Kwa Studio).

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Dresses Worn By "Pirates!"



Not a few, however, would be much alarmed if these pupils of Mrs. F. H. were at large upon the main. This bold bad group featured the second programme at the Sea Music Festival recently held at Vancouver under the auspices of the Canadian Pacific Railway.

Scottish Lassies' Costumes in Fish Wives Dance



This was one of the outstanding features of the first Sea Music Festival held at Vancouver, on January 23 to 26, under the auspices of the Canadian Pacific Railway.

To Be Worn on Special Occasions



For some one who wants to appear very much dressed up this gold hostess gown presents just the elaborate note. Copper coloured sequins form an interesting motif on the sleeves and back of the gown. A narrow border of pearls outlines the sequin design. The long graceful train adds the necessary touch of "hi-hattedness" to the entire costume.

A CHILD'S CAREER

WHEN SHOULD THE DECISION BE MADE?

[By Hon. Mrs. St. Aubyn]

The age at which a child's career should be chosen depends very much on individual circumstances.

It is also a question of vital importance as your child's future depends in great part on your own wisdom in choosing. By the time a baby is six months old his parents have frequently settled on his career.

Family tradition greatly influences their choice. The members of the family have generally gone into one profession more than another. That profession stands out as being best known to them, as offering better openings, or as one in which they can secure "influence." Indisputably the parents read into their child's character, his qualities and abilities necessary for the chosen profession.

Girl's Freer Choice

In this respect girls have a freer choice. Tradition for them seldom goes back further than a generation or at most two. Even now, women are frequently criticised for taking up a profession. They are told that a woman's place is in the home. A girl has more often to seek new openings than to follow in the footsteps of her predecessors.

A child's first choice of a career is influenced by his environment and ability to imitate. He desires to be a taxi-driver or a ticket collector. Then family pressure unconsciously begins. Some relations suggest the chosen

profession. When next the child says, "I want to be the same as Daddy," he is praised and encouraged.

True he has not been told to choose that profession, but he has undoubtedly been led to that choice.

It is interesting to note a girl's choice of profession. As she meets women who are successful in the new avenues opened to them, her suggestions increase. A child I know, surprised me by wishing not to be "a Mother," or a "Nurse," but a "Police-woman!"

Line of Education

English boys have to choose at an early age the line of education they wish to follow.

This education, that whether it is "classical" or "modern," must finally affect their choice of career. Those who do not have the opportunity of going to a private or public school, and finally a University, are faced with the same problem.

In these days of specialisation the education and training necessary to be a successful engineer differs vastly from the education needed by a Civil Servant.

The choice of the type of profession must, therefore, be taken at the first stages of education.

The Royal Navy has to be decided on by very young boys, as they start training at the age of about 12½.

A child may fight free of family suggestions. But it needs courage to do so, and a certain knowledge of alternative careers.

I do advocate encouraging a child to choose his career when he is ten years old. It gives him a definite aim to work for. When he is older he may change his mind,

but for several years he will have directed his studies and developed his abilities along definite lines. Thus with his abilities developed, he can alter his career to one where such abilities are in demand. Without a career to work for, there is an aimless drifting on the boy's part.

Suitable Alternatives

To make this clearer I will be specific. A classical training produces a brain capable of being either a schoolmaster, a barrister, a Civil Servant, or a politician. But it is not so suitable for the production of a practical engineer!

Another advantage in having some idea of your child's future profession is that by means of his school reports and through his school life you can do so much to help him attain success in after-life.

It seems so hard on a boy if he chooses the Navy as a career at the last moment and is then plucked for bad eyesight. It so often is due to some small weakness that, taken in time, might have been cured.

Economics do affect the ultimate choice of a career. But it always seems a dreadful waste to me when an outdoor boy is confined to an office desk, or a bookworm to manual labour.

In choosing a girl's career one has not the feeling of permanency, since marriage so often ends it. But marriage to a man is rather an incentive to work, as he needs more than ever to earn money.

Avoid Coercion

All this tends to show, I think, that a boy's career should be thought of from his birth. His capabilities and tendencies should be carefully watched. Then, as he grows older, the practical details of many professions should be put before him in an unbiased manner. When he has selected between Intellectual and Outdoor Professions he should have his choice narrowed down. Till he is actually old enough to enter the profession, he should not be coerced by the personal wishes of his parents. I feel also that the full scope and possibilities of the profession should be carefully studied, as they change so frequently.

Then—having done all you can to study your child's career; hav-

ing fitted him physically, mentally and morally for it; having let him finally choose the profession itself—you can rest assured you have done all that is possible not to force "A square peg into a round hole."—"Daily Telegraph."

Smart Hats



Three spring models in Bangkok and fancy straws.

Girl's Sports Wear



Kay Harrison, who was elected Queen of the Banff Winter Carnival which was staged on February 2-9, is prominent in Pacific coast sports and social circles. Here she shows what the well dressed girl wears when she is active in winter sports.



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If Spring Comes, Summer Can't Be Far



And Esther Ralston, screen star, keeps her hair handy for the mid-year months, in the strange manner of the fair sex. This jaunty model is in dull black crepe. The jacket is almost submerged in white for trimming. The skirt is straight and unpleated. A black crocheted straw heaving two white feathers beneath the brim, tops off the outfit. And now she is ready for the weather—whatever it may be.

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ROUND THE GLOBE IN PICTURES.



Disputed.—Four weeks of argument over the painting of "La Bataille de Marston" (upper right) was not enough to convince a New York jury whether or not the painting is real as alleged by Mrs. Hahn (lower right) of Kansas City, or a copy of the painting as alleged by Sir Joseph Duveen (left). Mrs. Hahn sued Sir Duveen alleging his statements that her prized possession was not a work of Duveen had cost her the chance to sell the painting to a museum.



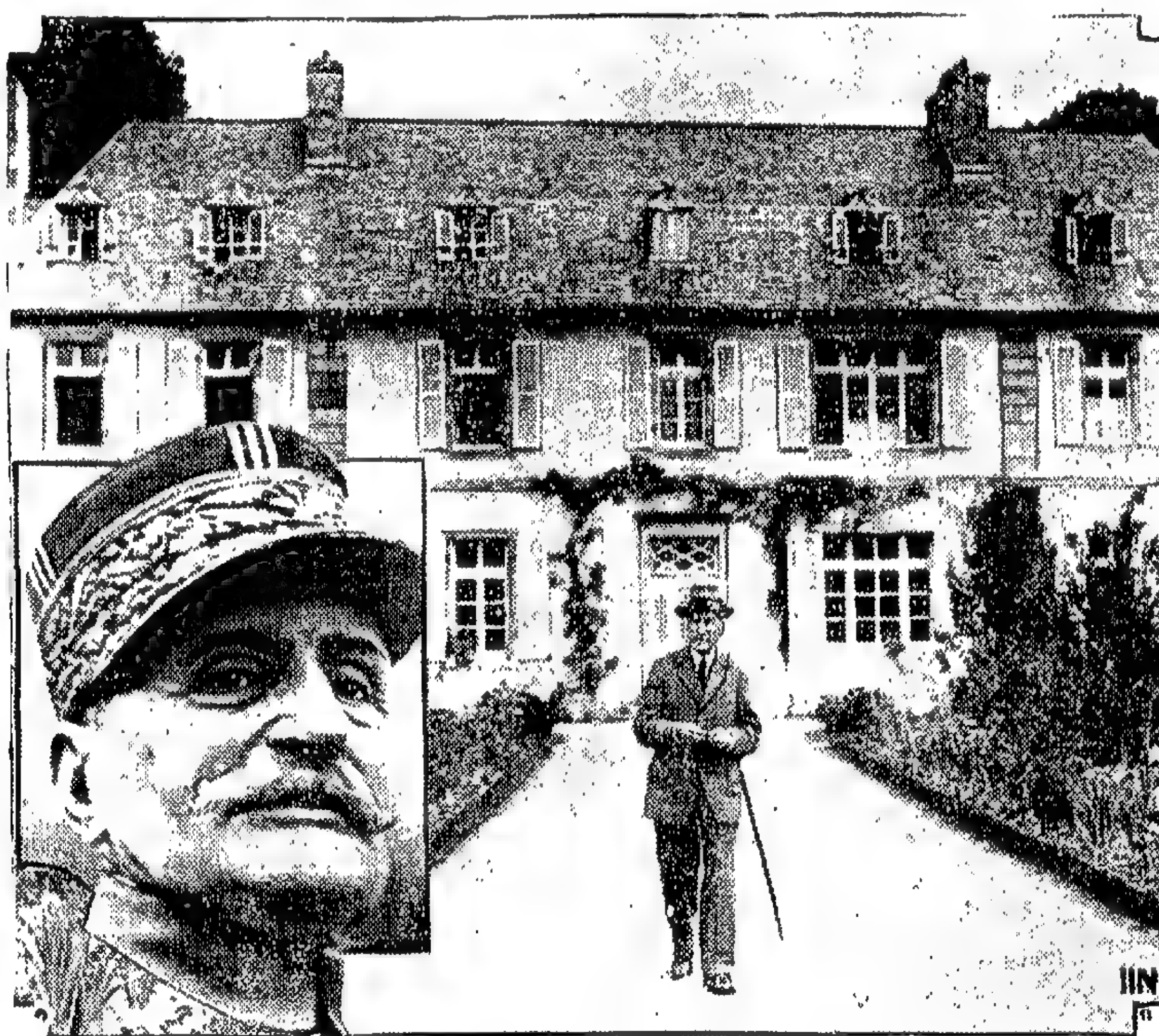
May Get High Post.—Charles P. Taft, above, son of Chief Justice Taft, now prosecuting attorney of Hamilton County, Ohio, may succeed William D. Mitchell as Solicitor-General of the Department of Justice. If so, he will follow in the footsteps of his father who came from Cincinnati to the same post under President Harrison in 1890.



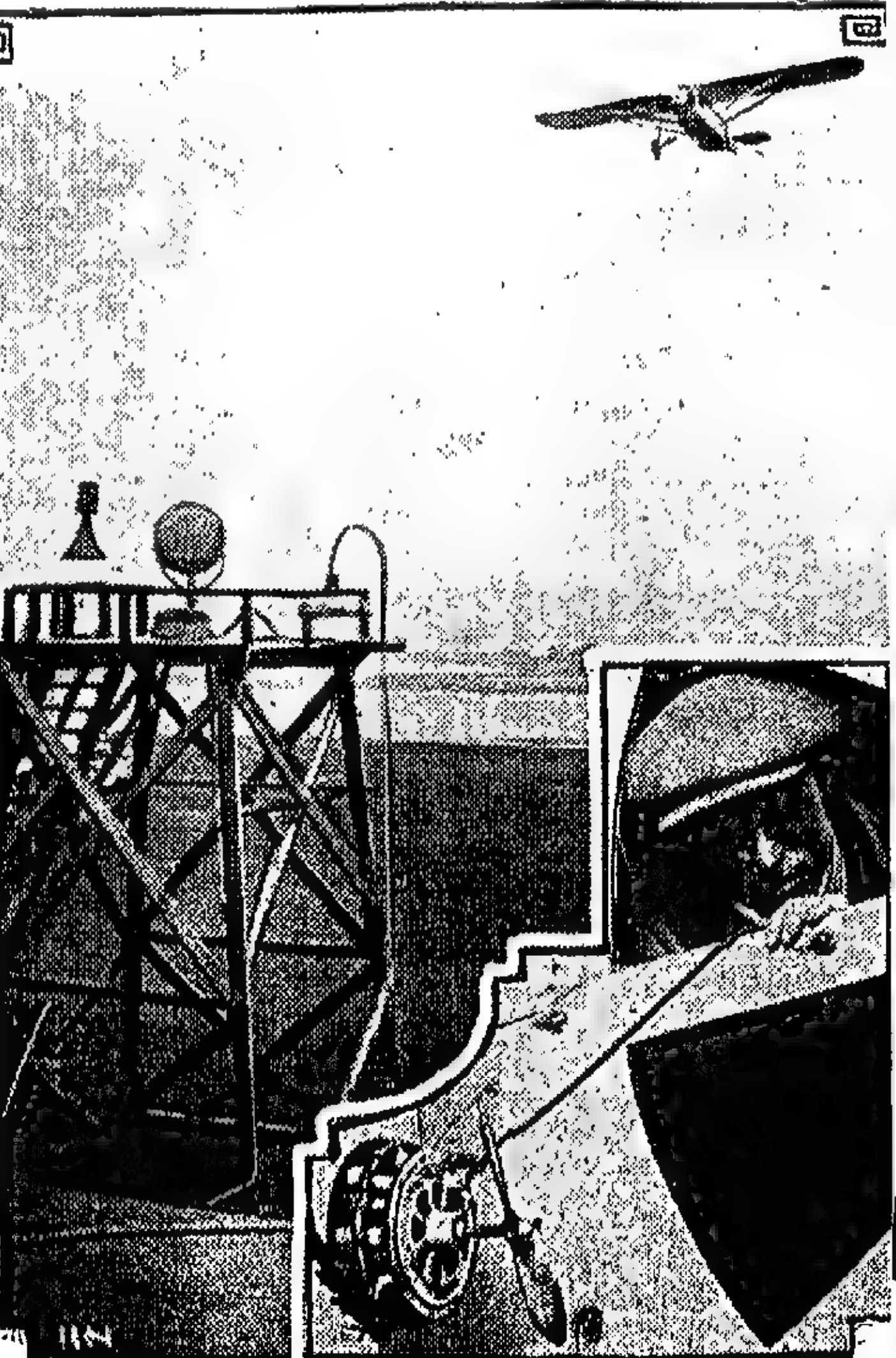
Spans Arid Country in Flight.—George Haldeman, aviator, who first came into prominence as Ruth Elder's pilot, is shown in gay Havana upon his arrival after a record non-stop flight from Toronto, Canada.



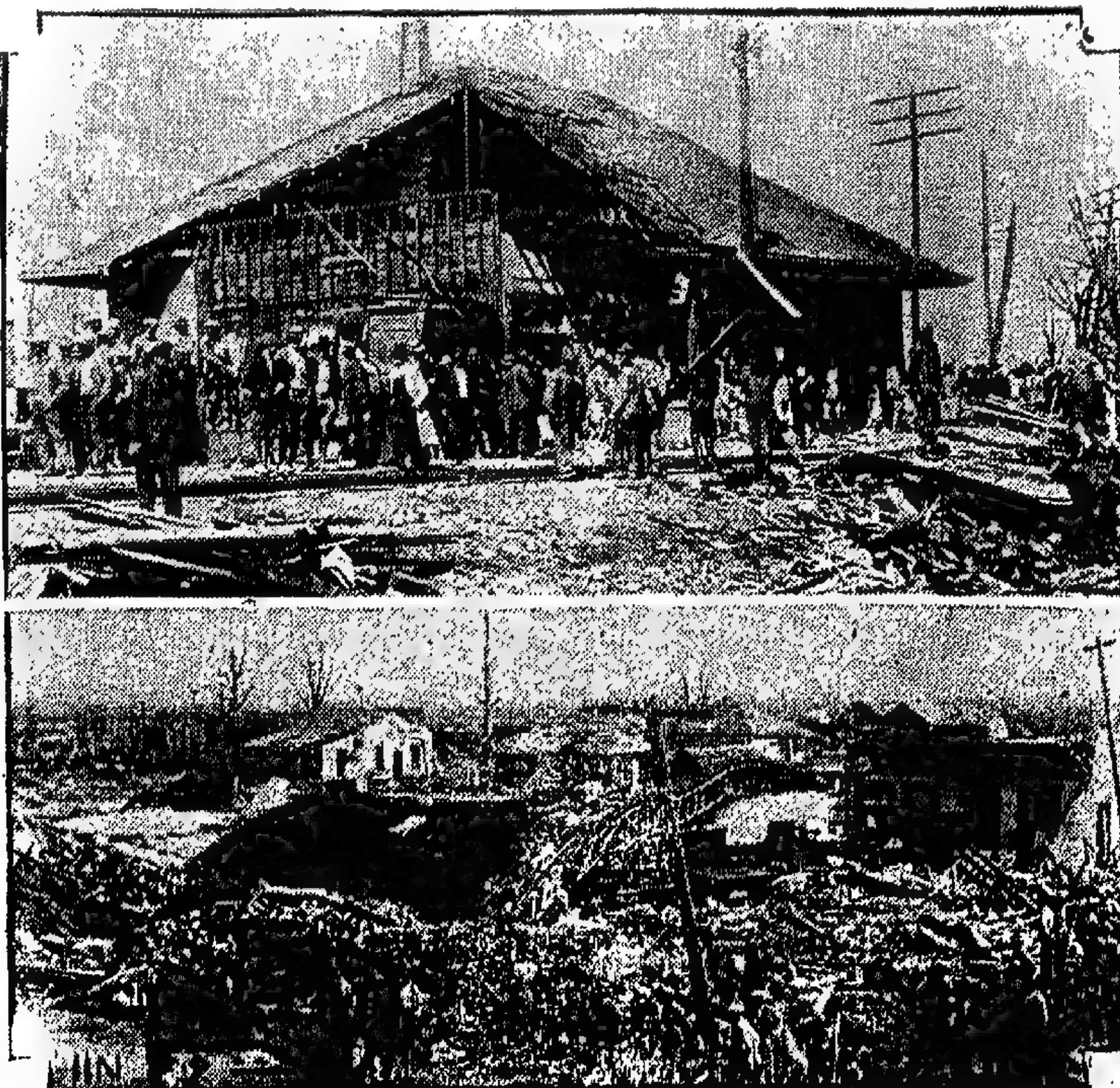
Republican Regime Threatened.—Sinister suggestions of a 'dicta' set up in the person of President von Hindenburg, right, are widespread in Germany following the government's failure to form a Coalition Party in support of Foreign Minister, Dr. Stresemann, left, who has been repudiated by his own party. The situation was precipitated by the reports of a Franco-Belgian military agreement which led to a divorce of party opinion.



Late French Warrior.—The above is the most recent photo of the late Marshal Foch, taken just before he was stricken ill in January and shows him walking in the gardens of his estate near Paris.



Plane's Call for Field Lights.—The plane approaching an airport blows the siren, lower right, which is carried on the side of the fuselage, to command "Televox," the electric watchman, rigged on the platform in the foreground, to light the landing lights when flying at night.



Chinese Killed in Storm.—When the recent storm swept through the town of Duncan, Miss., wiping out the business section of the village, the railway station (upper) was one of the first structures to collapse. Workmen are seen clearing the debris away. The lower photo shows all that remains of the store in which ten Chinese lost their lives. More than forty were killed when the town was laid waste and millions of dollars of damage was done in the region.

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Revolutionary Movement Feared.—Mexican leaders fear that revolution is breeding in the northern States. General Joaquin Amaro (right), Minister of War, is taking steps to combat overt acts which may be made in the section which surrounds Sonora. The head of the alleged movement is thought to be Gilberto Valenzuela (left), candidate for President and former Mexican Ambassador to Britain.



Would-Be Record Breakers.—The contemplated attempt to break the world's record for sustained flight in a heavier than air machine by Eddie Stinson, left, and Randolph Page, right, was deferred on account of inclement weather.

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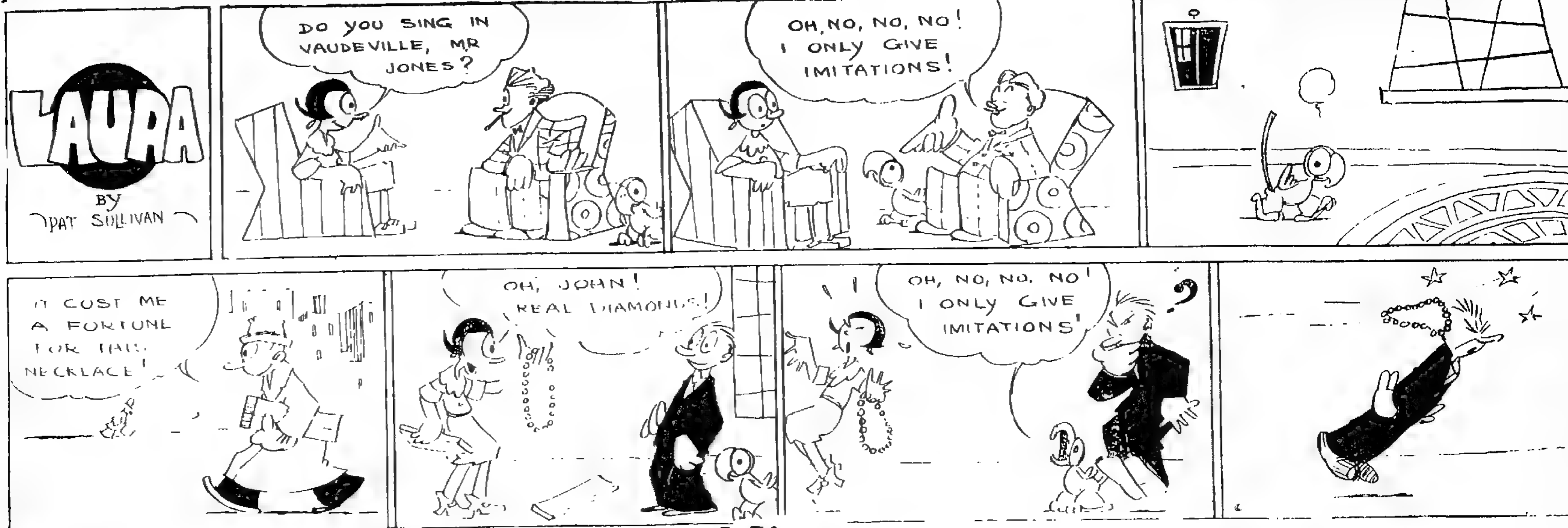
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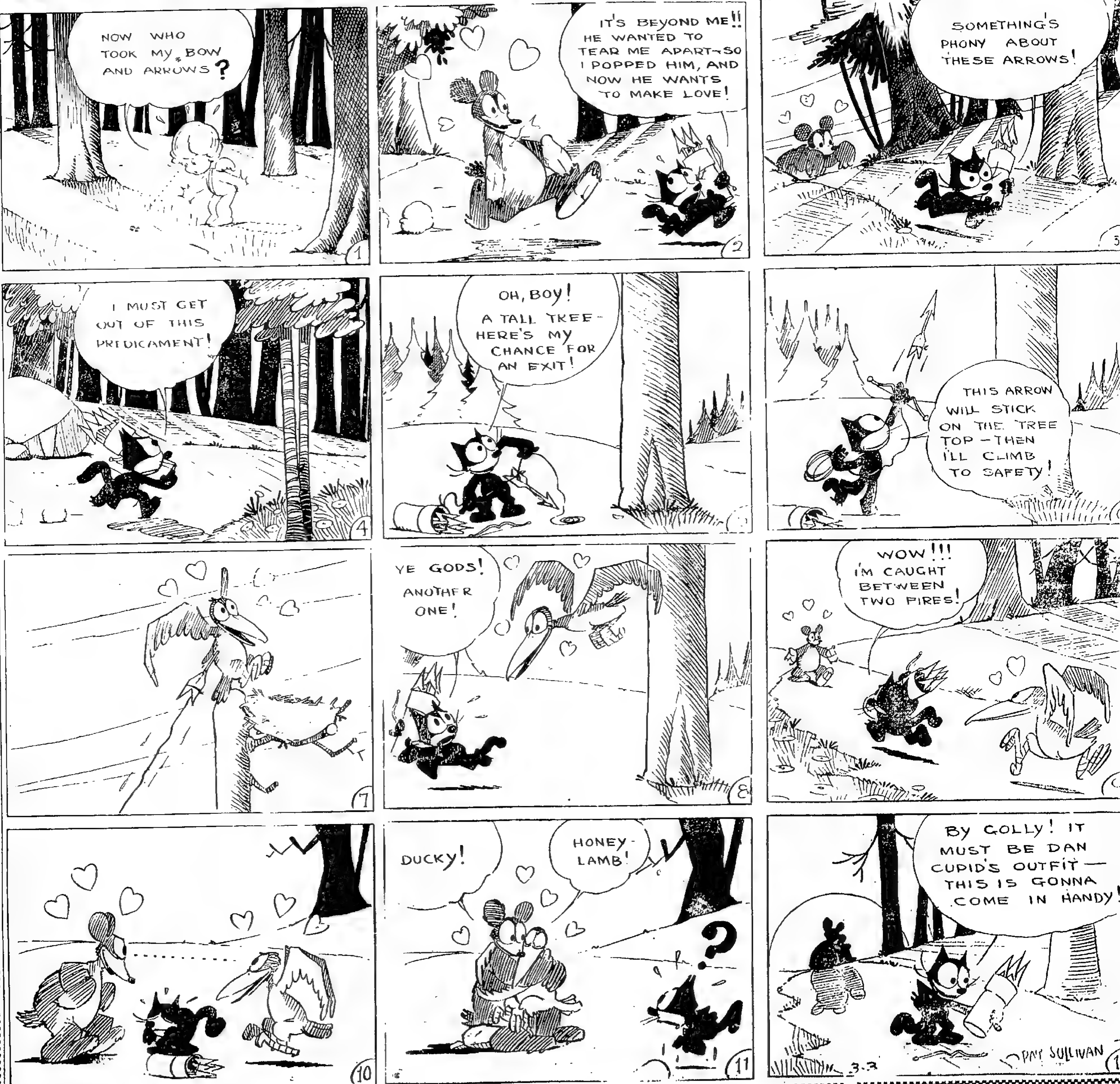
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Music and Melody

OPERA STARS

Figure In D-Flat Tragedy

[By International Illustrated News]
New York Operatic prima donnas are traditionally stormy of temperament. Trifles are apt to provoke in them tempestuous attacks of "nerves." But none ever had to bear anything quite so trying as the thing which befell poor Rosa Ponselle before an audience glittering in all the panoply of fashion.

The great Ponselle and Giacomo Lauri Volpi were approaching the climax of an almost perfect performance of the opera "Il Trovatore" when it happened. At the end of an exciting scene, the emotional Lauri Volpi, carried away in his part and what no other tenor had ever done, held a D-flat note for eight beats, three beats after Rosa had ended her own bell-like cry.

Audience Cries Bravo!

And the audience applauded, the first applause, hand-clapping, cheering, waving of handkerchiefs, and stamping in which ever the orchestra players joined. A famous director for centuries.

As related by a member of "Il Trovatore" cast and later confirmed by Miss Ponselle and Signor Lauri Volpi, this particular occasion marked the first time they had sung this Verdi opera together. Because of certain exigencies they hadn't been time for rehearsal. But so often had each sung their respective roles with other artists that they felt confident they could carry this high without a hitch.

The fireworks came in Act I. Scene II. Lauri Volpi, as Manrico, plays the ardent lover of the fair Eleanor, (otherwise Miss Ponselle). His rival is Giuseppe Danico, a count, who isn't so successful in romantic roles. Besides he is a hard nut.

They are in a garden. Eleanor discovers by lifting a mask that the troubadour is none other than Manrico, whereupon the count challenges him to a duel. The scene ends with the three rising to the D-flat region. That is, Eleanor and Manrico hit that note.

Ponselle Is Heart Broken

It is usually held for two beats; sometimes three. On this occasion Miss Ponselle and Lauri Volpi held it five together, but the latter kept on going, continued for three more beats to establish a record. When the audience broke into applause, Miss Ponselle burst into tears.

"Why did you shame me out there?" the fair Rosa demanded of Lauri Volpi, once the curtain had dropped. "I finished long before you. Why, why did you do it?"

She was led off to her dressing room by sullen attendants and a half dozen assistant directors of the "Met" were summoned to listen to her demand that Lauri Volpi be disciplined. When the final curtain fell, the storm had subsided considerably.

"I think Ponselle is a great artist," says Lauri Volpi.

"Mr. Lauri Volpi is a thorough gentleman," retorts Miss Ponselle.

THE ARAB FLUTE

The flute is the most interesting of all the Arab instruments and the hardest to play. It consists of a long reed hollowed out, about half an inch in diameter and from two to three feet long. It has eight stops, but there is no sort of mouth-piece.

The sound is produced by the player blowing across the top of the flute at some particular angle which I have never been able to discover, and producing the softest, saddest, deepest note one can possibly imagine.

To the most unmusical sound of the long flute must appeal, and when accompanying one of those love ballads of the far South it is enchanting.

These two flutes are used to accompany all kinds of songs, but chiefly those concerning the exploits of heroes and the love lays which hold such a big place in all Arab melodies. Occasionally it is used to follow religious chants, but not always. R. V. C. Rodley, in "Algeria From Within."

Famous Opera Singer



Mme. Ganna Walska, operatic diva, and wife of Harold McCormick.

A VIOLIN PRODIGY

A few weeks ago came the announcement of an amazing performance of Tchaikovsky's violin concerto, by the 11-year-old Yehudi Menuhin, with the New York Philharmonic Symphony Orchestra. This boy commenced to study the violin at the age of 4, and, in seven years, he has progressed to the extent of having at his command the repertoire of a mature virtuoso. Yehudi Menuhin was born in New York City, and, with his parents, went to live at San Francisco. Louis Persinger, of the latter city, taught the boy, his only other master being the Roumanian composer and violinist, Georges Enesco, with whom he had eight months' coaching while at Paris.

One critic, after a performance of Beethoven's Concerto, said: "The enthusiasm of the audience bordered on hysteria. Beyond technical detail there was an unmistakable spiritual quality. Women cried, and no one seemed able to comprehend the miraculous effect made by the playing of this self-possessed yet modest natural child."

TO-DAY'S RADIO

The Cathedral Service To Be Relayed

R. B. C. CHOIR IN HYMUS

The following programme will be broadcast by Z.B.W. to day on 350 metres.

1.48 p.m.—Weather Report.

5.55 p.m.—Evening relayed from St. John's Cathedral. Preacher: The Dean.

7.48 p.m.—Evening Weather Report.

9 p.m.—Evening Programme. (Columbia Records supplied through the courtesy of Messrs. Anderson Music Co., Ltd.)

"Mon Lac" (G. M. Witkowski)

No. 1 Prelude.

No. 2 Theme and Variations.

No. 3 Finales.

Robert Casadesus (Piano) and Orchestra Symphonique of Paris.

"Thais—Meditation"

"Elgie" (Massenet)

Violin Solo, Albert Sammons.

"Four Indian Love Lyrics" (Wood-ford-Finden)

No. 1 The Temple Bells.

No. 2 Less Than The Dust.

No. 3 Kushmuri Song.

No. 4 Till I Wake

Union Symphony Orchestra.

"Molly On The Shore" (Kreisler)

"Londonderry Air"

Violin Solo, Albert Sammons.

"Poet And Peasant" (von Suppe)

Overture

The Regimental Band of H.M. Grenadier Guards.

"William Tell Overture" (Rossini)

No. 1 Dawn

No. 2 The Storm.

No. 3 The Calm.

No. 4 Finales.

Sir Henry J. Wood & the New Queen's Hall Orchestra.

"Psalms 95 and 23"

"Psalms 145"

London Male Voice Octette

"Chorale Prelude No. 17" (Bach)

Organ Solo, Dr. A. W. Wilson.

"Angels Ever Bright And Fair" (Handel)

Boy Soprano Robert D. Peel.

"Jesus, Lover Of My Soul"

"Nearer, My God, To Thee"

The R. B. C. Choir.

"Elijah—Lord, God Of Abraham" (Mendelssohn)

"Elijah—Reel: I Go On My Way; Aria: For The Mountains Shall Depart"

Baritone, Rex Palmer.

"The Day Thou Gavest"

"Rock Of Ages"

The R. B. C. Choir.

10.30 p.m.—Close Down.

MACAO PORT

Some Notes on Reclamation Work

DREDGINGS RESUMED

Macao, April 2. Dredgings have been resumed during the past few weeks at the port of Macao. For many years the Macao Port Works have been proceeding, and for some time it was necessary to temporarily stop all reclamation work, to allow the first deposits in the reclaimed lands to harden. Some parts of these reclamations, where the materials used were dry earth for the most part, are already being slowly occupied, but many extensive tracts of land, especially those facing the outer port, have been made of mud dredged from the harbour bed. These latter areas have now sufficiently settled, and work has been recommenced with the filling in of the extensive tract of land immediately facing the anchorages of the new port. This second process consists in raising the level of the previous reclamations by several feet, and work is proceeding day and night.

Two Dredgers in Use. Mud from the old channel leading to Macao's inner port has been used for this work, to effect which two dredgers are in use—one of the bucket type loading the silt into barges, and another of the propulsion type for pumping the mud on to the areas to be raised. The bucket dredger secures mud from various other parts of the channel leading to Macao and also from the roadstead.

Many weeks will elapse before the present section can be completed, and work will then proceed on other sections of the reclaimed lands. Later the mud must be left to harden and settle, and eventually when proper drainage has been put in, the lands so prepared may be occupied. The Netherlands Harbour Works Company, the concern responsible for many portions of the work hitherto completed, is assisting in the new work, utilising many parts of the extensive equipment laid down in Macao a few years ago when the major portions of the Macao Port Works were first begun.

In other parts of the reclamations operations, have already commenced with the preparation of the land for occupation, and in some sections the sea-walls have

NEW ADVERTISEMENTS



NOTICE.

THE SANITARY BOARD wishes to draw the attention of the Public and especially of those who have recently come to this Colony, to the possibility of acquiring diseases e.g., Dysentery and Typhoid Fever by eating of uncooked vegetables.

Chinese market-gardeners use manure from human sources and their custom is to pour the manure or spray it from watering pots in liquid form over the growing plants. Disease-producing parasites are therefore possibly present on the surface of plants, e.g. lettuce, over which the gardener's spray falls.

J. WATSON,
Secretary, Sanitary Board.
April, 1929.

WARNING.

WHEREAS The National Carbon Co., Inc., of New York, U.S.A., the proprietors and manufacturers of the EVEREADY batteries for electric flashlights have ascertained that their trade marks are being infringed and that spurious goods are being manufactured in South China particularly Canton and that the same are being exposed for sale throughout the Far East. AND WHEREAS The National Carbon Co., Inc. have already taken the following steps to protect their interests namely:—

- obtained convictions against manufacturers of spurious goods in Shanghai and Hong Kong.
- instituted proceedings against manufacturers in Canton.
- caused large quantities of infringing labels to be destroyed in Shanghai, Hong Kong and Canton and
- entered into agreements under which manufacturers of spurious goods undertake to refrain from continuing the said manufacture.

TAKE NOTICE that the National Carbon Co., Inc. hereby give WARNING that they will prosecute with the utmost rigour of the Law the manufacturers or retailers of goods bearing infringements of their "Eveready" or other Trade Marks.

Dated this 5th day of April, 1929.

WILKINSON & GRIST,
9, Queen's Road Central.
Solicitors for The National Carbon Co., Inc.

VACCINATION

St. John Ambulance Brigade

WEEKLY RETURN

The number of Chinese vaccinated, free of charge, by members of the Ambulance Brigade, up to and including April 4 was:—
Chinese Y.M.C.A. Division 28,479
King's College Division 27,692
Railway Division 10,966
Indian Division 5,032
Kowloon Division 107,217
Mongkok Division 131,957
Shaokwan Division 9,982
Un Long 1,714
St. Joseph's College Division 6,862
Victoria Nursing Division 743
Y.W.C.A. Nursing Division 449

331,184
The Vaccination Campaign is now being brought to a close.

AN INNOVATION

The Colony's First Cabaret

As an innovation, the Hong Kong Hotel Roof Garden will be turned into a real cabaret to-morrow, during the dinner dance. This is a departure from the quiet life of the Colony, but unfortunately the cabaret is to last only one night. The management is sparing no expense to make it a success, and the entertainment will be given by the Banvard Musical Comedy Company.

The programme will be similar to that recently given at the Majestic Hotel, Shanghai. The Shanghai Press described it as a colossal success, and that it was in every way equal to that at all the big London cabaret clubs.

With the advent of the warm weather, one's thoughts turn to bathing picnics—it is the intention of the St. Andrew's Church Young Men's Club to do as in previous years, and run weekly bathing parties on Saturday afternoons. Further particulars will be announced in due course.

been trimmed and faced, which work will, in time, extend along the entire length of the reclamations.

HONG KONG JOCKEY CLUB

THE THIRD EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, April 13, 1929, commencing at 2.15 p.m.
The first ball will be rung at 1.45 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each, up to Friday, April 12, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac Men, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meetings.

No children allowed in either enclosure on any pretext.
Hong Kong, April 7, 1929.

"Boy! My Usual Marchant & Soda."

ONCE

TASTED,

ALWAYS

ORDERED.

MARCHANT'S

GOLD LABEL

WHISKY

BUY A BOTTLE TO-DAY.

Sole Agents:—

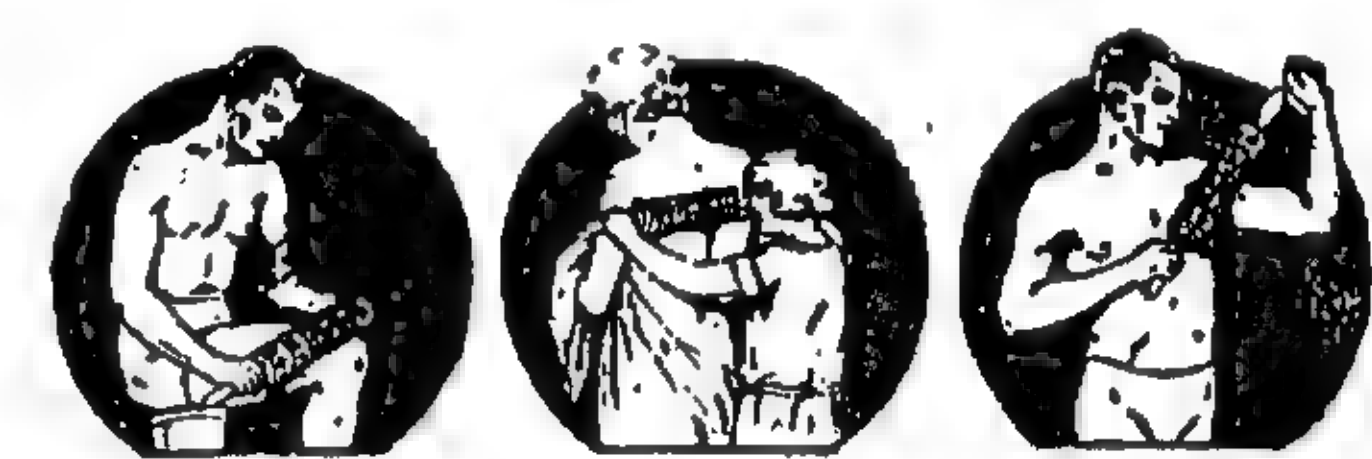
T. E. GRIFFITH LTD.

6, Queen's Road C., 5th Floor.

Tel. C.3517.

REGULAR MASSAGE TREATMENT

PUNKT ROLLER



USE THE "PUNKT-ROLLER"

This is the most effective form of massage. The exhilarating effects of five minutes' use leave the circulation sufficiently active to dissolve FAT DEPOSITS. The invigorating sensation of fitness remains for hours. See for yourself, from day to day, the use of the PUNKT - ROLLER will REDUCE and SHAPE the HIPS, THIGHS and CALVES.

THE PHARMACY

(FLETCHER & CO., LTD.)

Asiatic Building.

Telephone C. 345



Mabel Wayne, pretty vaudeville "single," who turned composer because she didn't like to get up early and wrote a song hit that sold 1,000,000 copies.

WILLIAM HAINES

THE popular star of "Brown of Harvard" and "Spring Fever" in another splendid comedy!

WEST POINT



With
JOAN
CRAWFORD,
LEON
KELLER.

LAUGHS GALORE—WITH A ROMANTIC
LOVE STORY—AND A THRILL!

AT THE
WORLD
Orchestra 5.15 & 9.20.

TO-DAY AND
TO-MORROW
Interpreter 2.30 & 7.15.

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

At 2.30, 5.10, 7.15 and 9.20

To-day and To-morrow—"The Cardboard Lover," a highly amusing story of love at Monte Carlo. With Marion Davies, Jettie Goudal and Nils Asther.

Tuesday and Wednesday—"The Gateway of the Moon," a thrilling story of adventure in the Amazon jungle. Starring Dolores Del Rio, Ted McNamara and Walter Pidgeon.

Thursday to Saturday—"The Mysterious Lady," an absorbing drama of espionage and intrigue, featuring Greta Garbo. Directed by Fred Niblo, the man who made "Ben Hur."

WORLD THEATRE

At 2.30, 5.15, 7.15 and 9.20

To-day and To-morrow—"West Point," a thrilling comedy-drama of a military training camp. With William Haines and Joan Crawford.

Tuesday and Wednesday, Norma Shearer's delightful comedy, "The Latest From Paris."

Thursday to Sunday, Cecil B. De Mille's superb dramatic production, "The King of Kings."

STAR THEATRE

At 5.30 and 9.20

Matinees Every Saturday and Sunday and 2.30 p.m.

To-day and To-morrow Harold Lloyd's great comedy "Dr. Jack." To-night at 9.15, farewell performance of the Banvard Musical Comedy Company in a pot pourri programme.

Tuesday and Wednesday—"Rose Marie," a beautiful screen version of the famous musical comedy. With Joan Crawford and Louis Peters.

Thursday and Friday—"Love Hungry," a charming romance, featuring Lois Moran and Lawrence Gray.

Saturday and Sunday next (2.30 & 5.30).—Karl Dane and George K. Arthur in "Circus Rookies." Also Charlie Chaplin in "A Dog's Life." At 9.15, The English Comedy Company.

TUESDAY AT THE QUEEN'S



Dolores Del Rio—Walter Pidgeon
"The Gateway of the Moon," Tuesday

GRETA GARBO

Starred in "The Mysterious Lady"

THRILLING STORY

Greta Garbo, the star of many noteworthy screen productions, is the leading player in a new picture, "The Mysterious Lady," which is promised as the feature attraction at the Queen's on Thursday.

"The Mysterious Lady" is Miss Garbo's first screen appearance since "The Divine Woman." She appears more accomplished in her latest picture than ever before. This may largely be due to the excellent direction of Fred Niblo, who also directed Greta Garbo in "The Temptress." He seems to have a knack of understanding the star's capabilities, and by making full use of this ability has created a vehicle for her that easily ranks among the year's best films.

Conrad Nagel, who has probably appeared with more feminine stars than any other leading man, in this picture makes his debut opposite Greta Garbo. The love scenes in which they appear together lack nothing of dash, verve and fire.

The story of "The Mysterious Lady" is one of engrossing interest. Miss Garbo as the Russian spy Jurek Nagel, an Austrian officer, to disguise and exile, but redeems herself and displays her love for him by slaying the head of the espionage system which had enslaved her, convincing the Austrian of her true love for him and leading him back safely to the land which he had fled as a fugitive.

Able support is extended to the star and her leading man in the telling of this story by the supporting cast, which includes Edward Connelly, Gustav von Seyffertitz, Albert Pollet and Richard Alexander. Best Meredith prepared the screen play from the original story by the noted German author, Ludwig Wolff.

WHOLESALE COMEDY

Excellent Story in "Love Hungry"

Something new in theme and plot is furnished in "Love Hungry," which will be the chief item in the programme at the Star Theatre on Thursday and Friday at 5.30 p.m. It is a happy, joyous comedy romance of youth and a fascinating and revealing story of the inner workings of a metropolitan newspaper office, especially as it applies to the "sob sisters." In this case the "sister" is a man played with humour and sympathy by Lawrence Gray. Lois Moran is cast as a little chorus girl who listens skeptically to what he has to tell her and then proceeds to prove to him that he does not know a thing about the subject.

NO CARDBOARD IN "CARDBOARD LOVER"

Marion Davies' latest starring picture, "The Cardboard Lover," will be at the Queen's Theatre soon, but there isn't any cardboard in it, despite the title.

The idea behind the famous stage play, which was adapted to the screen, is that the star character is a "cardboard" lover. In other words, she is a sham fiancée engaged to Nils Asther to keep away from Jettie Goudal, who plays the part of a fascinating vampire.

The Cinema Page

"DR. JACK"

Big Harold Lloyd Comedy
At Star

"Dr. Jack" which is the feature film at the Star Theatre at 2.30 and 5.30 to-day is a delicious conglomeration of everything one could hope for in a super-comedy. And everything seems entirely new. Harold Lloyd's box of tricks seems everlasting and one never knows what to expect, except that the next laugh will be louder than the first. As a fun-maker, Mr. Lloyd has reached the pinnacle, but in "Dr. Jack" he has also established himself as a runner-up for honours with the screen's greatest lovers, as his love scene with Mildred Davis seemed to us to be one of the most delightful we have ever witnessed.

Besides all this, "Dr. Jack" contains a real story—a story with a serious undertone of a girl's struggle for health. The girl is played, by course, by Mildred Davis, and she aids Lloyd charmingly in the sentimental vein of the comedy. The uproarious part of the offering comes when Lloyd, as the young doctor, begins his campaign to oust the eminent but unscrupulous physician from the girl's household. Then the fun is fast and furious with laughter piling up faster every moment. To-night at 9.15, The Banvard Musical Comedy Company will present their farewell performance.

NORMA SHEARER

Beautiful Star in Lively
Romance

The place of love in business and of business in love is charmingly and entertainingly told in "The Latest From Paris," starring beautiful Norma Shearer, which will be screened on Tuesday and Wednesday at the World Theatre.

It is a comedy drama, supplying Miss Shearer with one of those roles in which she excels, that of a scintillating, efficient, modern girl who beats man in his own profession and then succumbs to the lure of romance, proving her old-fashioned femininity after all. The story tells of a travelling saleswoman, the best on the road. None of her masculine rivals can match her success. Her personality is a mystery. All that is known about her is her name. She is especially hated by a handsome young man, who meets her on the Pullman, and mistaking her identity, falls in love. He tells her all about this dreaded rival of his, and then gets the shock of his life when he discovers who she really is. Love, however, eventually triumphs after a series of entertaining mishaps. Miss Shearer is supported by a notable cast, including Ralph Forbes as the leading man.

'CARDBOARD LOVER'

Amusing Farce To-day
at Queen's

MARION DAVIES

Monte Carlo, with its throngs of beautiful women, its fascinating casinos and its atmosphere of romance, serves as a background for the comedy situations worked out by Marion Davies in "The Cardboard Lover" which is being shown to-day and to-morrow at the Queen's.

The romantic story opens with the arrival of a young American girl, as played by Miss Davies, at Monte Carlo with a group of other college girls in a tour party. At the world's gambling capital she meets Nils Asther, a tennis cham-

COMING SOON!



JAMES MURRAY and ELEANOR BOARDMAN in "THE CROWD"

pion, in the midst of an affair with a noted siren, played by Jettie Goudal. Although Asther knows of his mistress' unfaithfulness, he is unable to tear himself away from her.

Sally Baxter, the American girl, pursues the tennis champion for his autograph. In her effort to get his signature she loses ten thousand francs to him at Baccarat. Asther sizes on her indebtedness as an excuse to make her pose as his sweetheart to keep the enchantress at a distance until he can free himself of her hold on him.

With such a situation, and Miss Davies in the star part, complications naturally come thick and fast. The film moves rapidly as first one woman and then the other gains a temporary advantage. A most amusing battle of wits results.

It is unfair to compare a motion picture with a stage play, but "The Cardboard Lover" certainly equals in comedy to the success-

THRILLING COMEDY

William Haines in "West Point"

More than 1,200 cadets at West Point took part with William Haines in his splendid picture, "West Point," which will be the feature attraction at the World Theatre to-day and to-morrow. The spectacular dress parade at West Point, drills and other details of cadet life are seen in a story of intimate life among the cadets with Haines as one of their number. The big thrill comes in a reproduction of the annual Army-Navy game, and is one of the most elaborately staged sequences in the picture, most of which was taken at the academy itself. Haines, with Joan Crawford as his leading lady and a large cast, journeyed to West Point from the studios to film these scenes in the big production, as well as the scenes filmed on the Hudson River in which the famous steamer "De Witt Clinton" was used. The military details provide a stirring background for the romantic love story which the director unfolds in this instance with compelling power.

"ROSE MARIE"

Based on the Popular Musical
Comedy

Beautiful Joan Crawford will be seen on Tuesday and Wednesday at the Star Theatre (at 5.30 only) in her latest picture success, "Rose Marie," the story of which is based on the highly popular musical comedy of that name which had a phenomenal run in London and New York. The story centres around the life of a beautiful young girl, Rose Marie, who has kept her heart aloof from her many admirers, even from Sergeant Malone, the big, brave officer of the Royal Northwest Mounted Police. One fine day, however, a party of trappers returns to the village from a year's hard work in the frozen north, one of which is a handsome young man with a mysterious past. Rose Marie at first merely admires him but later declares her love. Circumstances over which they have no control separate the pair and many thrilling incidents take place before they are reunited in the exciting climax.

ful farce, in which Jeanne Eagels starred on Broadway, from which the screen play takes its name. Miss Davies, the director and the scenarist have done a rarely pleasing job.

"The Cardboard Lover" is a treat for those who can stand two hours of steady laughter, with a bit of pathos now and again to season the comedy.

HAROLD LLOYD

IN

DR. JACK



If you're crying for a
loud, long laugh—
SEE DR. JACK!

If you need a new
joy thrill—
SEE DR. JACK!

IF YOU WANT TO LAUGH UNTIL YOU'RE WEAK—

SEE DR. JACK!

AT THE
STAR

TO-DAY AT 2.30 & 5.30.
TO-MORROW AT 5.30 & 9.20.

9.15—THE BANVARD MUSICAL COMEDY CO.—9.15

JUNGLE ROMANCE

Dolores Del Rio In
Fascinating Role

"THE GATEWAY OF THE MOON"

An absorbing story, tropical backgrounds of the jungle, a splendid cast, fine direction and a beautiful star, all go to make "The Gateway of the Moon" one of the best pictures seen here this season. This latest Fox Film feature which will be shown on Tuesday and Wednesday at the Queen's, has Dolores Del Rio in the star role of Toni, a child of nature of the Amazon country. Walter Pidgeon plays opposite her in the part of the young engineer in whom she loves and hates with equal intensity by turns, while Leslie Fenton, Ted McNamara and Anders Randolph are cast in the other roles of importance.

The story itself deals with the building of a railroad through the jungle and is a vivid and picturesque tale that is fascinating from beginning to end. There are many beautiful shots of jungle life in this film, a great deal of heart interest and logical suspense. The direction of John Griffith Wray is splendid and the picture as a whole an outstanding entertainment that is sure to please.

"THE KING OF KINGS"

Further Screenings At World
Theatre

"The King of Kings," the much-discussed film production dealing with the life of Christ, is to have a further screening at the World Theatre from Thursday to Sunday.

Those who have chosen the cinematograph as their art are probably not presumptuous in thinking that an attempt may be made to express the life of Christ in terms of the film. The task is not inherently impossible nor improper. "A consideration which must save this enterprise from complete condemnation," asserts the "Times," "is that night after night the sayings of our Lord will be brought before the eyes of the thousands who may be expected to attend. The art of the producer has added little to them. But at least he has given them a setting of a kind. Cecil B. De Mille has told it in his own way, but certainly with no irreverence and with no offence.

Nothing like "The King of Kings" could ever have been given on the stage. Nothing like it could have been managed so tremendously, so lavishly, so beautifully and so sacredly for the screen without the genius of the eminent producer, Cecil B. De Mille.

Owing to its great length, only three performances can be given daily and these commence promptly at 2.30, 6.30 and 9.20 p.m.

NEW VIDOR FILM

Movie fans who attend motion pictures year in and year out without seeing themselves in the roles of the players are to receive a treat in the form of "The Crowd," King Vidor's latest production which will shortly be screened at the Queen's Theatre. The story, an original by Vidor, is a slice from life and is typical of the lives of millions of picture-goers who believe nothing ever happens in their own drab lives. It is Vidor's greatest picture since "The Big Parade." Eleanor Boardman and James Murray have the featured roles.

MOVIE CORRESPONDENCE

"INTERESTED."—We are making enquiries and will send you the required information during the week by mail.

"H."—Dolores Del Rio is a Mexican by birth. Her family name is Asunsolo, and she is just twenty-one years old.

"PETE."—Conrad Nagel has been at Des Moines, Iowa, March 15, 1929. He entered motion pictures in 1919 after having had some two years' experience with a dramatic stock company. He is appearing with Greta Garbo in "The Mysterious Lady" this week at the Queen's.

"YOUNG ASEPIC."—(a) The opening date of "The Crowd" is not yet definitely fixed, but it will probably be shown during May.

(b) Eleanor Boardman is married to King Vidor, the M-G-M. director. She was born on August 19, 1898.

(c) Neither Lois Moran nor Douglas Fairbanks, Jr., is married, but the latter is engaged to Joan Crawford.

The Cinema Page Editor will be pleased to answer enquiries regarding forthcoming pictures and stars. Letters should be addressed to The Editor, The Cinema Page, "Sunday Herald," and should reach him not later than Thursday of each week. Replies will be published in the following Sunday's issue.

The Banvard English Comedy Company commence a brief season at the Star Theatre on Saturday next at 9.15. "A Cuckoo in the Nest," "The Ringier," "Thark," "The Best People," "The Fanatics," "Rookery Nook," and "Other Men's Wives" are among the pieces to be presented.

Ted McNamara, whose role of Private Kiper in "What Price Glory" has kept theatre audiences laughing all over the world for over a year, is cast in another mirth provoking role in "The Gateway of the Moon."

"The Mysterious Lady," which will be screened from Thursday to Saturday at the Queen's, was directed by Fred Niblo, the man who made "Ben Hur."

The Banvard Musical Comedy Company are giving a farewell performance to-night at the Star Theatre with pot pourri programme.

An announcement will shortly be made as to the opening date of Douglas Fairbanks big thriller, "The Iron Mask."

THURSDAY'S ATTRACTION
AT THE QUEEN'S

GRETA GARBO and GUSTAV VON SEYFFERTITZ in "THE MYSTERIOUS LADY"

LOVABLE! LAUGHABLE! RAVEABLE!

MARION DAVIES

She lost 10,000 francs to
a man at Monte Carlo—
and found she didn't
have a sou!

How she pays the debt,
and the complications
she gets into, makes
Marion's biggest laugh
hit!



The Cardboard Lover

ADAPTED
FROM THE
STAGE PLAY
"DANS SA
CANDEUR
NAIVE"

JETTIE GOUDAL
NILS ASTHER

A Metro-Goldwyn-Mayer picture

SHOWING AT THE

QUEEN'S TO-DAY & TO-MORROW
At 2.30, 5.10, 7.15 & 9.20.



BITTER GRIEFS

Final Fate of the Holy City

Preaching in Shanghai on March 24, Bishop Birney said:—
Contrary to the historic impression which gives this day its name, the supremely significant thing on that day was not the Hosannas of the crowd, but the burst of bitter grief that broke the heart of Christ as He caught sight of the Holy City and realised her nameless loss and final fate because she blinded her eyes to the living truth He brought.

It is there we catch a vivid glimpse of the brief of God over all human loss. Upon that capacity of grief in God for the suffering, sins and loss of His human children rests in a very real sense His power of redemption. A griefless God in a world like this would not only be a blasphemy, but a griefless God were helpless to redeem a world like ours.

God's knowledge of man's possible life in character and achievement, and therefore, the measure and significance of man's loss by sin: God's limitless love for man which moves Him to give His divinest gift to make man's best and highest possible; God's conscious power to bring every man to his supremest life, if he will follow the gleam of Christ—these three deepen the grief of God over human loss beyond all human ken. Christ comes to us this last Palm Sunday as really as He came to the Holy City on the first, and brings us the power, in Him and in Him alone to fulfil to the uttermost His vision of our highest and noblest life, our supremest capacity for character and service—if these be not "hid from our eyes."

A WELL KNOWN HYMN

Monument to the Composer Unveiled

A monument recently unveiled at Oberndorf-Salzack, a Bavarian town near Salzburg, commemorates the composing there, 110 years ago, of one of the most famous Christmas Hymns in the World. Just before Christmas 1818, Father Joseph Mohr wrote the words for "Stille Nacht, Heilige Nacht" and it was set to music by the village school master, Franz Xavier Gruber.

Because the organ of the village church had been irreparably damaged during a flood, the melody was composed for a guitar and "Silent Night, Holy Night," the refrain that was destined to be heard in all the Cathedrals of the world, was first sung by a group of school girls to guitar accompaniment in the humble church at Oberndorf. Tyrolean merchants and musicians made the hymn famous throughout Austria and Germany. Father Mohr died in 1848 and Master Gruber in 1863.

BE A MAN!

If you can keep your head when all about you
Are losing theirs and blaming it on you.
If you can trust yourself when all men doubt you,
But make allowance for their doubting, too.
If you can wait and not be tired of waiting;
Nor being lied about, give way to hating;
Or being hated, don't give way to hating,
And yet, not look too good, nor talk too wise;

If you can dream and not make
dreams your master;
If you can think and not make
thoughts your aim.
If you can meet with triumph and
disaster
And treat those two impostors
just the same;
If you can bear to hear the word
you've spoken
Twisted by knaves to make traps
for fools;
And see the things you give your
life to, broken,
And stoop and build them up with
worn out tools.
If you can make your heart, and
nerve and sinew



Cardinal Cerretti, pontifical delegate to the Eucharistic Congress in Australia, photographed as he sailed aboard the s.s. "Conte Biancamano" on the last stage of his return journey to Rome.

And risk it in a turn of pitch
and toss
And lose, and start again at the
beginning
And never breathe a word about
your loss.
If you can make your heart, and
nerve and sinew

To serve their turn long after
they have gone
And so hold on till there is nothing
in you
Except the will that says to
them: "Hold on."
If you can talk to crowds and keep
your virtue
Or walk with kings nor lose the
common touch;
If neither foes nor friends can ever
hurt you;
If all men count with you, but
none too much
If you can make each unrelenting
minute
Yield sixty seconds worth of
distance run.
Yours is the earth and everything
there's in it.
And what is more; you will be
a MAN, my son!
I thank you.

EASTER MESSAGE

Sacred Mystery of the Cross

The profoundest principle in the Christian religion is death and resurrection. It is foreshadowed in the most important of the processes of nature, the planting and germinating of the seed, the succession of winter and spring, the alternation of day and night, the beautiful parable of the chrysalis and the butterfly. All these are types of the sacred mystery of the Cross and the resurrection of our Lord and Saviour Jesus Christ. The symbolic rites and types of the Old Testament, the Flood, the crossing of the Red Sea and the Jordan, the right of circumcision on the eighth day; initiating a new week—all these pointed forward to the new creation, and found at last their highest fulfilment in the Cross and the open Tomb.

The real life which God recognises, and which we should recognise in ourselves, is the life which comes from the risen Christ, the life which is actually identified with Him, and draws its resources from His unfailing omnipotence. Easter means, a new life out of death, a living union with a risen Lord, and new power to live a new life to the glory of God.

CHURCH NOTICE

A CHARGE OF ONE DOLLAR
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SCIENTIST.

[Branch of The Mother Church,
The First Church of Christ, Scientist,
in Boston, Mass., U.S.A.]
Macdonnell Road, below Bowen
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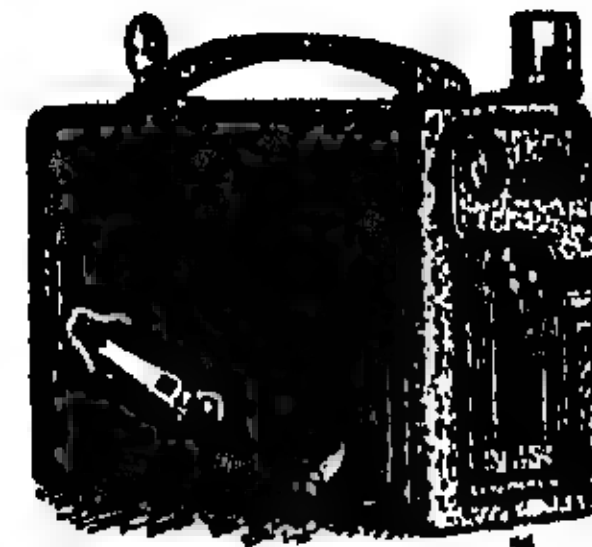
Sunday Service, 11.15 a.m.
Subject:—"Unreality."
The Sunday School is held on
Sunday mornings at 10 o'clock.
Wednesday Evening Meeting at
5.30 o'clock.

Reading Room at above address,
open:—
Tuesday and Friday 10 a.m. to
12 Noon.

Monday and Thursday 5 to 7 p.m.
The Public is cordially invited
to attend the service and visit the
Reading Room.

LAST WEEK'S SOLUTION.

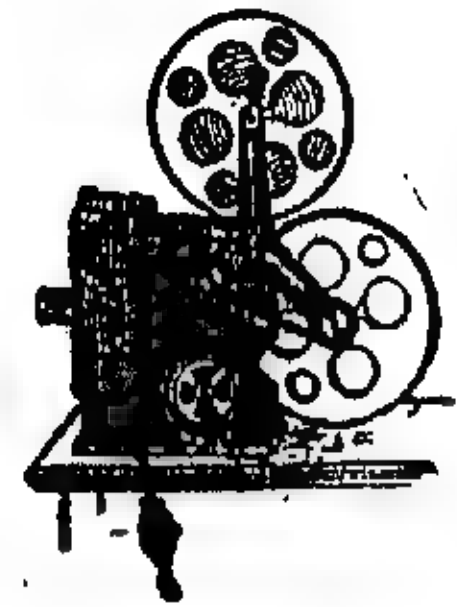
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TRAINING FOR THE FIGHT

It is not surprising to hear that, in intelligent anticipation of an impending general election, which may be one of the most critical for several generations, schools of oratory and debating societies are springing up all over London. Thousands of ambitious would-be politicians are striving to equip themselves to catch the ear and control the mentality of the vast new electorate. But what puzzles one is the particular style of platform speaking that the professors of these oratory schools are adopting. Within the last two decades the fashion has completely changed in public oratory. Lord Chaplin was the last of that epoch of orators, among whom Gladstone and Lord Rosebery and William Redmond stood out as giants. The modern Parliamentary habit is not to orate but to discant. The up-to-date platform speaker resembles more something between a lecturer and a company promoter than a Demosthenes. But we suppose the new schools adopt the new method.

Unavoidable By-Elections

When Mr. J. C. Davidson, Chairman of the Unionist Party organisation, intimates that the half dozen by-elections which are impending will have to take place notwithstanding the imminence of the general election, it may be taken as an indication that no party compromise has proved possible. The cost of these last-moment contests, both to candidates and to party organisations, is very vexatious when set off against the few weeks that the elected member will be able to enjoy the privileges of being an M.P. The average cost per candidate may be set down as £500. Such a waste of good money, just when it is most wanted for the general campaign, led party leaders to explore avenues for its avoidance, but from Mr. Davidson's statement, it would look as though the "pourparlers" have broken down.

Scaling Down the Claims

Mr. Amery stated the case in a little apologetic speech which carefully avoided all awkward corners, but even he had to admit that if he were to keep within the supplemental total all later claims will have to be "scaled down"—in other words only a percentage granted for all claims above £1,000, while in a great many "heart-breaking"

cases there will be no adequate compensation whatever. Irish Loyalists, he added, will have received in all some £10,000,000, about one million of which will have been paid by the Free State Government, and a further £5,000,000 has been found by that Government in compensation for general damage during the civil war. In addition millions have been paid by the British Government in respect of damage by the forces of the Crown before the Irish Treaty was signed. As to the million paid after the Treaty, he said, it was a pure gift on our part.

Tory Backbenchers

Mr. Amery, it should be noted, was speaking in consonance with the views of the majority of the Cabinet, but he had completely ignored the Die Hard section of his party, who have never forgiven the Irish Treaty, and never will, and would gladly tear it into fragments if they had the power. These Tory backbenchers demanded in angry speeches that justice and honour call on the country to find at least £1,400,000, and for two-and-a-half hours they kept the storm in motion. It is a most deplorable decision, said Colonel John Gretton, now to be accounted leader of the Die Hard group. Colonel Howard-Bury described it as petty, niggling haggling. Sir Harry Foster declared himself ashamed of the Government; and Sir William Davison, of Kensington, as you will remember, joined in the fray. Mr. Churchill, who will have to find the money, thought it necessary to take a hand, but he made the mistake of speaking entirely from the standpoint of economy, oblivious of all other considerations. Somebody, he declared, must be the guardian of the public purse, or the State would fall into weakness and collapse. If the Government yielded to pressure in this case, a much larger issue than the condition of a few hundred people in Ireland would be raised, nothing less than the whole question of national economy and Exchequer control. Let not the House be carried away by a strong feeling of generosity into wearing down the constituted guardians of the public purse. All might have been well had the matter rested there, but when Colonel Gretton and Company had added a few twigs to the fire, so to speak, Lord Hugh Cecil poured petrol on the flames. He made what he said

to be one of the most devastating five-minute speeches ever heard in the House, the theme of which was that "economy does not mean refusing to pay a debt of honour; that is called by a much harsher name—a name too harsh to be within the rules of order." You could not, he added, put into account of public savings obligations which arose from moral sources. "I think it unfortunate that the Government should have remembered economy just for once, when it was rather before that the principle of honour could be dealt with on a basis of percentages."

Thrown Over!

Mr. Churchill squirmed under the attack, and then grew pale. His colour changed to the crimson of anger, when the Prime Minister entered, and faced with the certainty of defeat if the question had gone to a division at that moment, calmly threw over the Chancellor of the Exchequer by moving to report progress—in other words to adjourn the debate—"with a view to re-examination." Which was done. But it has left a nasty and embittered feeling behind, especially in the angry heart of Mr. Churchill, who is specially anxious to be accepted at the present moment as an economist of the first order, and is particularly keen about his honour and sensitive to any references to his career, either from his old friends of the Liberal Party or from present-day colleagues who have never really welcomed him back to his party before that. To be thrown over by the Prime Minister was the unkindest cut of all. There is much speculation as to his next move. With the General Election so near—there won't be one.

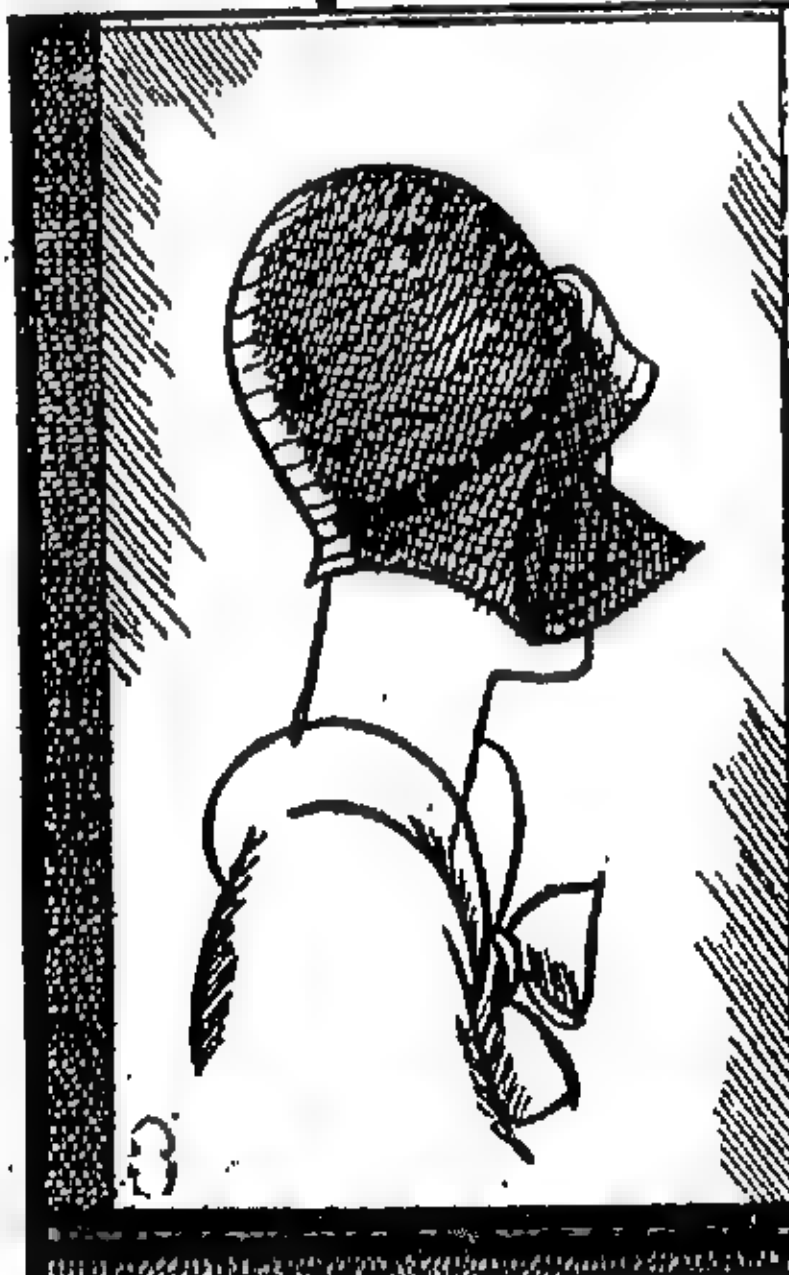
Irish Question

Mr. Winston Churchill is once more discovering, as many other statesmen before him have done, that there are two sides to the Irish question, if not more. He may have thought the whole matter was

settled when the Irish Treaty was signed in Downing-street in the early hours of a cold dark morning; but he forgot the Irish Loyalists and their claims. He has written yet another book on the aftermath of the War, extracts from which are now appearing in "The Times," and in that he tells in brief the sad story of Anglo-Irish history down to the time of the War, when the first feelings of enthusiasm for that great struggle were changed into the old hatred of the Saxon connection, and Sinn Féin rose triumphant. "The two supreme services which Ireland has rendered Britain," wrote Mr. Churchill, "are her accession to the allied cause on the outbreak of the Great War, and her withdrawal from the House of Commons at its close."

Forgetting the Loyalists

Mr. Churchill forgot the Irish Loyalists. It is a curious coincidence that on the evening of the day on which this article appeared, Mr. Churchill should be the centre of a storm in the House of Commons, which resulted in his being cast like Jonah to the waves by none other than Mr. Baldwin, in order to save the Government from being defeated. The trouble arose over the amount of compensation that should be paid to the Irish Loyalists, and as in the case of Falstaff honour was involved. Some years ago, it may be remembered, the Government set aside £400,000 for meeting the claims of damage suffered by them after the signing of the Irish Treaty. The sum was raised to £625,000, and then to £1,000,000 twelve months ago, at which point the Government, like King Canute, said, thus far shalt thou go and no further. But as one hand did not know what the other hand was doing £62,000 had already been spent in excess of the million, and the Government found themselves compelled to bring in a supplementary estimate to cover up their financial tracks.

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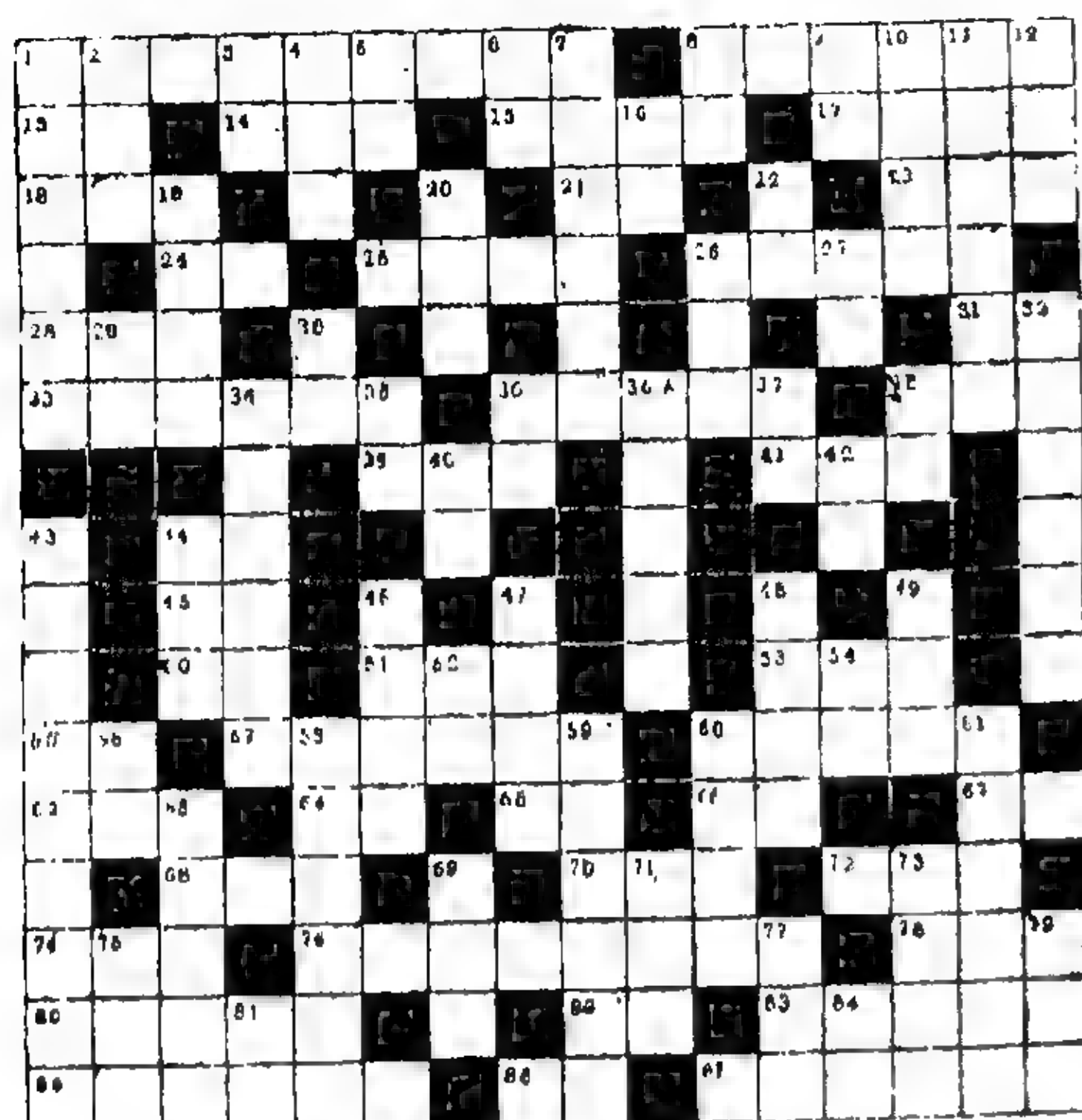
The following conditions must be observed:—

1. Every solution must be accompanied by an empty Thompson's tin (plain or chocolate) and coupon and must be sent in to Messrs. Hui & Hui, Alexandra Building, Top floor, on or before Tuesday, 9th April after which no further solutions will be accepted.
2. Any solution with more than 3 errors will not be entertained.
3. Only one solution accepted from any one address.
4. The prize of 100 lbs. Thompson's Double-Malted Milk (plain or chocolate flavoured) will be given to the sender of the correct solution or the nearest correct solution.
5. In the event of a tie, the prize will be divided equally among the successful contestants.
6. The Agents' decision will be final.
7. No correspondence.

Name

Address

Date sent

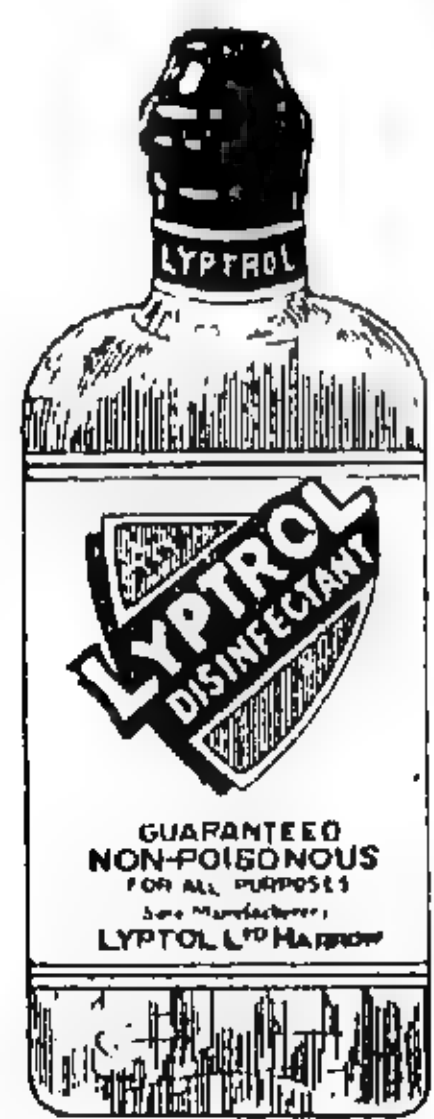


HORIZONTAL

- 1 A popular brand of Malted Milk
- 2 A reason for its popularity
- 3 Woe
- 4 A verb
- 5 A state in the U.S.A.
- 6 Atmosphere
- 7 "And the rest"
- 8 Same
- 9 Cry
- 10 Artistic
- 11 Skin of a tree
- 12 An impression
- 13 A fish
- 14 A day of the week (abbreviated)
- 15 A youngster
- 16 Noble
- 17 Establish (abbreviated)
- 18 A beverage
- 19 A simpton
- 20 A verb
- 21 Pound (abbreviated)
- 22 Behold
- 23 A fowl
- 24 Total
- 25 Myself
- 26 Erstwhile
- 27 Crums
- 28 A vegetable
- 29 By
- 30 Number (abbreviated)
- 31 A substitute for general terms
- 32 One
- 33 To light
- 34 Run
- 35 A bird
- 36 A novel
- 37 Renewed
- 38 Passion
- 39 A relation
- 40 Note in Scale (Mus.)
- 41 Sound
- 42 Stride
- 43 A pronoun
- 44 Spared

VERTICAL

- 1 A score
- 2 Can be taken
- 3 Parent
- 4 Prefix denoting before
- 5 Point of compass
- 6 Negation
- 7 Given free with Thompson's
- 8 Month (abbreviated)
- 9 Note in Scale (Mus.)
- 10 Season
- 11 Envelopes
- 12 A part
- 13 A verb
- 14 Saw of Isaac
- 15 Poisonous substance
- 16 Near
- 17 Sol
- 18 Morning
- 19 A.D. (actual)
- 20 Is
- 21 An imaginary Island
- 22 Boat
- 23 A side
- 24 Lead (abbreviated)
- 25 Pertaining to a Royal Court
- 26 Latin "From the beginning"
- 27 Formerly
- 28 Latin "And"
- 29 Either
- 30 An ideal night-cap
- 31 Entire
- 32 A note
- 33 Immediately
- 34 A vehicle
- 35 A mountain
- 36 God
- 37 Behold
- 38 Point of compass
- 39 Spite
- 40 Spirit
- 41 Long
- 42 SAURIE (actual)
- 43 Change
- 44 Goddess of revenge (myth)
- 45 A particle
- 46 An ingredient of Thompson's
- 47 A small island
- 48 A decoration
- 49 E.D. (actual)
- 50 Company (abbreviated)
- 51 A colour on an escutcheon
- 52 (Her)

The result will be published in our usual advertising space, on
Friday, 12th April, 1929.

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ARRIVALS.

Per s.s. "President Monroe" from
America and intermediate ports,
April 6:

Mr. Robert E. Chambers, Miss Nuey-shee, Mr. Chen Pui-yin, Mrs. Chen Wong Sze, Mr. Ching Hung-hing, Mr. Chow Sang, Mrs. Choy Nuey-shee, Mrs. R. M. Chu, Mr. G. L. Fang, Mr. Ho Ka-chiu, Mr. Y. K. Lam, Mr. E. C. Lam, Mr. Lang Sang-ming, Mr. K. P. Loong, Miss S. K. Liang, Mrs. C. L. Liu, Mr. C. C. Ma, Mr. Ng Yee, Mr. Isaac Sarsoon, Mr. Shon Pin-kin, Mrs. Helen C. Smith, Mrs. S. Y. Tang, Mr. Cyril R. W. Thomson, Mrs. J. C.

Wong, Mr. Wong Ming-sung, Mr. Woo Doon, Mr. Woo Man-chun, Mr. K. K. Zee.

DEPARTURES

Per s.s. "Hakusan Maru" for
Europe on April 6:—

Mr. and Mrs. V. R. Bowden, son and daughter, Mr. M. Iriawara, Mr. J. Orlinton, Mr. I. Kiselbach, Mr. D. W. Clarry, His Excellency Joao de Blanchi, Mr. A. S. Abbott, Mr. K. Tanaka, Mr. and Mrs. W. R. Mansfield, Mr. H. M. Tweedie, Mr. W. D. Neill, Miss F. Miel, Mr. W. Weir, Mr. Y. B. Stormes, Mr. F. E. Nash, Miss P. Goodall, Mrs. S. Bhigani, Master Akiji, Mr. T. (Continued at foot of Column 7.)

MACAO'S GOVERNOR

(Continued from Page 1.)

Colony, the Government of which you have administered with such conspicuous success during the past two and a half years. But we cannot fail to make brief allusion to the fact that in Your Excellency the Portuguese Community of Hong Kong have found a genuine friend. They recognise that, on all occasions, Your Excellency has exerted your best influence to promote the well-being of our community. Nor can we fail to make passing reference to the personal interest you have taken in working for international friendship and the active part that two such gracious ladies, like Mme. and Mlle. Tamagnini, have taken with the Portuguese ladies of Hong Kong in associating themselves in social movements, having for their objects international charity and goodwill.

A Souvenir

On behalf of the Club Lusitano I have to ask Mme. Tamagnini's gracious acceptance of a souvenir album of views of Hong Kong. We hope that it may serve to remind her in the quiet hours of home life in her homeland of her distant friends and admirers in Hong Kong who know how to appreciate her efforts in their behalf as Your Excellency's helpmate. (Applause.)

At the conclusion of the speech, which was loudly applauded, the Hon. Mr. Braga handed an album of Hong Kong views to Mme. Tamagnini. The album was enclosed in an artistic satin cover on which was beautifully painted in colours the crest of the Club Lusitano within the flag of the institution. The tasteful design was the work of Mr. J. G. d'Aquino, an artist of no mean merit. The front page bore the following inscription in Portuguese:—

"Presented to Mme. Maria Ana Tamagnini Barbosa,
by the Club Lusitano,
Hong Kong, 6th April, 1929."

Little Miss Alicia Guterres gracefully offered to Mme. Tamagnini a dainty bunch of roses in a silver holder as a memento from the members of the Club Lusitano, while Miss Edith Nolasco da Silva made a similar presentation to Mlle. Tamagnini.

Consul-General's Compliment

The next speaker was the Consul-General, for Portugal, Mr. Gervaise de Albuquerque e Castro. He said that as representative of the Portuguese to him fell the honour of speaking on such an auspicious occasion. At a banquet given in His Excellency's honour two years ago he referred to the Governor's excellent qualities and the Portuguese of the East were proud to feel that his administration of the colony of Macao had been such a successful one. He assured the Governor of the loyalty of the twelve thousand Portuguese scattered throughout the East.

The speaker concluded by offering for Senhor Barbosa's acceptance a gold watch which had been subscribed for by members of the Portuguese Community in Hong Kong and which they offered to His Excellency in testimony of the esteem and respect in which he is held by his compatriots in this Colony.

Macao Governor's Thanks

The Governor of Macao was warmly applauded as His Excellency stepped forward to return thanks. He said that he felt very thankful for so much kindness shown him and his family on the part of his compatriots in Hong Kong. He thanked them for the beautiful souvenir album his wife had just received. Referring to the Club Lusitano, Senhor Barbosa said:—"With an existence of over sixty years almost coincident with the existence of the Colony of Hong Kong and the first institution of its kind founded here, its purpose has always been to work for the best interest and the well-being of the Portuguese Community and none other has exceeded it in patriotism. (Hear, hear and Applause.) The kindness with which it has always received me, which had also been extended to my predecessors—all of them our compatriots—has touched me very much indeed. Within the Club I consider I am in a little bit of Portugal, in the midst of affectionate friends, unexcelled in kindness, and not in a foreign land." He stated that if there were no other cause for him to wish to return to Macao the fact that Sir Cecil Clementi, Governor of Hong Kong, had proved himself such a friend of the Portuguese, in his efforts towards the advancement of friendly international relations, Sir Cecil Clementi's friendship alone made him long to come back to the East. "If there should be no other reasons which necessitate my return to Macao, it would suffice that I have such sincere friends in Hong Kong to make my return a pleasure."

Two Ladies

The Hon. Mr. Braga then announced that there was another

pleasant ceremony to be performed, and that was a presentation to Madame Tamagnini in appreciation of the part she took in the International Dance Display. He had much pleasure in inviting Mrs. Southern to present the souvenir. Mrs. Southern, as the Colony's leading lady, had been an indefatigable worker for international concord in Hong Kong, whilst Madame Tamagnini, a lady of kindred spirit, had worked for the same laudable end in the sister Colony of Macao. It was, therefore, a great privilege and pleasure for them to have these two ladies as their guests. He felt sure that as long as they had the good influence of Mrs. Southern in Hong Kong and of Madame Tamagnini in Macao, the Anglo-Portuguese relationship in this part of the world would always be one of cordial friendship and understanding. (Applause.)

Mrs. Southern's Speech

In a felicitous speech Mrs. W. T. Southern, chairman of the International Dance Festival, said:—

Your Excellency, Madame Tamagnini, Ladies and Gentlemen—I consider it an honour and a pleasure to be the one to present you, Madame Tamagnini, with this small souvenir on behalf of the Committee of the International Dance Festival, which owed so much to you and to your friends. The book has been carried out by the skillful hand of Mr. d'Aquino, and I am sure you all agree that it is a unique record of a very happy and very successful afternoon. We hope that you will take it with you to your sunny land and that there it will evoke memories of the many friends you have made in Hong Kong. Both you and His Excellency have endeared yourselves to us, and we wish you a happy holiday and a safe return. I wish I could speak your musical language as skillfully as you speak English. Unfortunately, my knowledge of Portuguese is confined to a very few words, but I hope I may employ them in conclusion and that you will understand them if I do! A *boa tarde*! (Applause.)

Record of the Dance

The Dance Committee's souvenir to Mme. Tamagnini took the form of a large album with a complete set of the photographs taken on the occasion of the International Dance Display held at the Club de Recreio on February 23. A feature of the collection of photographs was one showing the arrival of Senhor and Mme. Tamagnini at King's Park with His Excellency Sir Cecil Clementi, K.C.M.G., the Hon. Mr. W. T. Southern, C.M.G., Miss Luard, Capt. A. J. L. Whyte, A.D.C., and the members of the Dance Committee. The cover of this album also was designed by Mr. J. G. d'Aquino and was generally admired for its beauty and the idea worked in with emblems representing the shields of Portugal and Great Britain. The flower design was conspicuous with a display of the Rose as the national flower of England.

A full illuminated page of the album read:—

"Presented to Mme. Tamagnini as a souvenir of the International Dance Festival held at the Club de Recreio, King's Park, Kowloon, on Saturday, February 23, 1929."

"This book is a token of sincere appreciation of invaluable assistance rendered by Mme. Tamagnini and other residents of Macao."

The inscription was followed by the signatures of the Committee.

Mme. Tamagnini's Reply

In very moving terms Mme. Tamagnini stated that she was totally unprepared for such a splendid demonstration of goodwill on the part of her many friends. It made her feel very much indeed to think that Mrs. Southern should have graced this occasion with her genial presence, and she declared that Mrs. Southern had proved herself to be a real friend of the Portuguese. Concluding, she said, "I drink to you, one and all."

The assembly then adjourned for tea. Mr. Pedro Sequeira and his musical family of boys delighted the gathering with selections of music very pleasingly rendered. A cornet solo by his youngest son was much appreciated and applauded.

After tea there was dancing which was kept up with much enthusiasm until 8 p.m. when the Portuguese National Anthem and "God Save the King" were played and the party dispersed. The dance music was provided by a band of volunteer jazz musicians formed by members of the local Portuguese community.

2½ YEARS

Review of Senhor Barbosa's Administration

Macao, Friday.

His Excellency the Governor of Macao, Senhor Artur Tamagnini de Sousa Barbosa, accompanied by Mme. Tamagnini and de Sousa Barbosa and Mlle. Barbosa, has left for Hong Kong preparatory to taking ship for Europe on Sunday, on well-deserved leave after an administration of no less than two years and a half duration.

His Excellency's Governorship has been characterised by steady development of the Colony's resources and the expansion of the Colony's interests. His encouragement of progress has hastened considerable expansion in local development, even bringing to fruition many old schemes that had languished for want of stimulus. Building of houses has progressed on a scale hitherto unprecedented, notably the erection of edifices like the President Hotel, the new Post Office, and scores of houses for residential purposes.

Commercial Expansion

Commercially, the Colony has expanded and the introduction of the Post Office Savings Bank on a large scale, the development of wireless communication, and the encouragement of industries are characteristics that have made themselves felt in Macao. The opening up of Chun Shan by the building of the Kee Kwan Highway presages an era of prosperity ere many years have passed.

The diplomatic relations of Macao have probably never been so progressive as during the past two years, and the number of distinguished visitors to Macao is further testimony to the prestige that Macao has enjoyed of late.

In internal matters the Governor's administration has been accompanied with pronounced success, and the many demonstrations on the part of the Chinese community of their appreciation of His Excellency's Governorship is eloquent tribute of their acknowledgment of many benefits that have accrued to them during the two years past.

Financial Matters

In financial matters Senhor Barbosa was no less successful and succeeded in converting the balances of the budget from a deficit to a surplus. The direct Government administration of opium has won the approval of the League of Nations, and the Colony's income from this source has been reduced to a very meagre sum.

It is known that the Governor proposes to treat with the authorities in Lisbon in regard to many matters redounding to the Colony's benefit and Senhor Barbosa leaves Macao with the best of good wishes of coming back after carrying through the important matters that take him home.

NEW COMEDY CO.

Successes From The
Aldwych Theatre

OPENING ON APRIL 13

On Saturday, April 13, the New Banvard English Comedy Company will commence a short season at the Star Theatre, Kowloon, when they will present what is probably the strongest repertoire of farces, comedies, and thrillers that has ever been brought to the East. Their opening offering will be "A Cuckoo in the Nest," from the Aldwych Theatre, London. The Company of fourteen West End London artists were specially rehearsed in London by the Aldwych Theatre producer and stage manager in order that it may be presented as near the Aldwych manner as possible.

Their repertoire also includes the other Aldwych Theatre successes, "Thank" and "Rookery," "The Fanatics," "Other Men's Wives," "Divisions," "The Best People," "The White Arms," "The Terror," and "The Joker."

DONATIONS

St. John Ambulance
Brigade Overseas

The Hon. Treasurer begs to acknowledge the receipt of the following donations towards the Brigade Funds:—
British American Tobacco Co. \$100
Kowloon Wharf & Godown Co. 50
Asiatic Petroleum & Co. 50
Mr. Shum Pak-ming 20
Lady Ho Tung 20

An "At Home" will be held at the Helena May Institute on Tuesday for the purpose of inaugurating the Victoria Diocesan and Missionary Association and of hearing addresses on "Remedies for Racial Friction" from the Rev. Ronald D. Rees and Mr. Y. H. Tsao, M.A.

Mr. John Barrett, who celebrated his one hundred and second birthday last July, has died at Norwich. He had outlived all his nine children.

CLEVER ACTRESS



Kathleen Vaughan.

One of the most talented members of the Banvard English Comedy Company, which is due to begin a series of performances in the Colony on Saturday next, is Miss Kathleen Vaughan, a British actress who, though still very youthful, has already had considerable experience and success on the "legitimate stage" and with the "films." Miss Vaughan will appear in the cast of several plays about to be produced in Hong Kong for the first time. She comes with glowing tributes to her previous successes.

She has acted the part of Peter in Barrie's delightful fantasy, "Peter Pan"—quite a distinction in itself. She played the part of Tintagiles in Maeterlinck's "The Death of Tintagiles" and— which proves her remarkable versatility—Johnny in "The Last of the De Mulinces." Before a London audience she appeared in "Where the Rainbow Ends" and, a little later, she was one of the leading dancers in "Judith." In film work she took the part of Babette in "The Face at the Window." She was also in the film plays "Handy Andy," "Belphegor the Mountebank," "The Old Country," "The Prince and the Beggar Maid"—where she played the role of the actor, Mr. Henry Ainley. Other notable successes in which she appeared were "Corinthian Jack," "Save a Little Thought for Me" and the "Pickwick Papers."

It will be a great pleasure to see so talented an actress, and local playgoers will look forward all the more eagerly to the approaching visit of The Banvard English Comedy Company, who open their season next Saturday with Ben Travers's extremely amusing farcical comedy, "The Cuckoo in the Nest," which had a big run at the Aldwych Theatre, London.

LETTERS & RADIO

Addresses Which Cannot
Be Traced

POST OFFICE LIST

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government building:—

Poste Restante

Mr. M. Amiot, J. J. H. Aarson, M. R. Aytoun, Madame Clerget, W. E. Carley, Mrs. C. J. Caldwell, Mrs. Chu Yun-kum, J. W. Davidson, C. O. Rotary Club, Mrs. G. F. Gill, R. H. Galbraith, S. Gopaladas, Wm. Hunt, (c/o C. C. Fuller), F. Halbekann, Capt. A. E. Hodgins, K. C. Hamilton, Mrs. E. M. Harper, Elizabeth Keith, Mrs. A. Koustetsova, C. M. Karaculianis, F. Lapin, General Liu, P. H. Lapicque, R. Light, Madame Master-Bori, Capt. E. Maples, s.s. "Nam Yong", E. Mackie, Mr. and Mrs. R. C. Mather, A. Mason, W. Newton, W. R. Pearce, C. E. Phipps, A. V. Pinson, Mr. Przelowski, B. Parkes, J. Pooler, H. Raff, T. C. Shofis, A. N. Seaton, R. Sander, C. Servadio, Edna See Chin, A. Southern, J. Sample, L. D. Taylor.

Unpaid Correspondence

C. D. Adams, H. W. Dunning, Mrs. Clayton Young.
Registered Articles
Haji Abdul Latif Ahmed, Wm. Basker & Co., Madame Chu Yun-kum, A. Sarritte Curlo, Durwish and Luckeshandl (Ben Meyer's International Commercial Directory), Miss K. Ellison, (c/o H.K. Hotel), P. Hafemann, Misses Hinnan, G. Hummel, (c/o J. P. Bissett & Co.), Mons. Prezelowski, A. V. Pinson, John Pooler, Daria Rechlova.
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Harata Kuichi s.s. "Aki Maru".
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Samkoo c/o Yee Cheong Loong 232 Third Street Macao.
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4100 Swatow.
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6785 Canton.
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"Pres. Lincoln" Nvins.
Haw Par Manila.
Mrs. Spencer, Hong Kong Hotel Manila.
Suitable Tandjongredb.
Sang Mov Halphong.
Bowainuag Jindoyuen Des Voeux Road Seattle.

Debentures of the Berlin City Electric Company amounting to \$15,000,000 for thirty years at 6½ per cent., were offered in New York recently.

The Canadian House of Commons has rejected a motion to appoint a committee to reconsider the decision of 1919 to abolish the bestowal of titles.

Iwanami, Mr. K. Mori, Miss M. S. Pearce, Mr. N. Kawai, Mr. I. Yamazaki, Mr. T. Hara, Mr. Y. Higuchi, Mr. K. Saotome, Mr. T. Ogura, Mr. G. Yazawa, Mrs. E. C. Brimacombe, Mrs. F. E. Harrold, Mr. and Mrs. J. G. Rutz, Mrs. F. I. Steele, Miss E. L. G. Thomas, Mr. and Mrs. F. Beck, Mr. N. Kitamura, Mr. K. Uno, Mr. B. Wada, Mr. T. Miyayama, Mr. and Mrs. A. S. Pearce, Mr. and Mrs. E. A. Spiegler, Mr. and Mrs. S. Imahashi, Miss Fuyuko, Mr. I. Mayekawa, Mr. S. Kimura, the Rev. and Mrs. W. W. Rogers and sons, Miss A. M. Bakewell, Mr. E. C. Hudson, Mr. S. Kasamori, Mr. H. Matsuo, Mr. K. Kinoshita, Mr. Z. Shu, Mr. and Mrs. Edw. Holter, Count and Countess A. Watanabe, Mr. and Mrs. J. A. Tarrant, Miss Bertha Tarrant, Miss P. H. Kilmanck, Mrs. Kilmanck, Mr. M. Hirose, Mr. K. Yokota, Mr. C. H. Martin, Mr. A. J. Lucas, Mr. and Mrs. D. M. Goodall, Mr. and Mrs. Carr Ramsay, Capt. Kroe Moe, Capt. O. S. Olsen, Mr. S. Suzuki, Col. T. Kojio, Mr. A. F. Lees, Mr. A. Kinross, Mr. F. H. Smyly, Mr. S. Hasunuma, Mr. T. Yamamasa, Mr. Y. Nakahara, Mr. G. P. Lambesh, Mr. Y. Sugimoto, Mr. S. Tanaka, Miss Helene Martin, Mrs. S. Matsuda, Mr. R. Bradley, Mr. Reg. Bradley, Mr. J. K. Serveg, Rev. Fr. G. Stouch, Mr. T. Imamura, Mr. R. J. Campbell, Mr. W. Pihla, Mr. K. Snyok, Mr. K. Ohishi, Mr. U. Sakai, Mr. T. Sanada, Mr. T. Kusakori, Mr. S. Yonemura, Mr. K. Inouye, Mr. M. Yamao, Mr. and Mrs. F. A. Musgrave, Mr. D. White, Miss June White, Master Arthur White, Mr. Y. Ichihara, Mr. R. Matsui, Mr. Y. Shihabe, Mr. A. Fujii, Mr. and Mrs. I. R. Bradley.

MOTORISTS: THIS IS YOUR PAGE

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Accessories,
etc., etc.

OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six."]

Viceroy's Warrant

His Excellency Lord Irwin, Viceroy and Governor-General of India, has granted a warrant to the Dunlop Rubber Co. (India), Ltd., who are also appointed contractors to His Majesty's Army and Royal Air Force in India.

Speed Trial Result

For the second time a Fiat car secured the Mahta Challenge Cup, during the annual speed trials organized by the Western India Automobile Association on the sea front at Bombay. The victory was a triple one, for, in addition to the cup, the Fiat won in the 1500 cc. class and captured the open handicap for all classes. During the performance the car lowered its own previous record for the half mile from 36 2/5 seconds to 35 seconds flat. The entries were very representative, among the cars taking part being Bugatti, Ford, Standard, Lancia, Austin, Chandler, Vauxhall, and Fiat.

Lord Montagu of Beaulieu

Motorists have suffered a real loss through the death of Lord Montagu of Beaulieu. He was adviser to the Government of India on mechanical transport services from 1916 to 1919. He was interested in aviation, railways, and all transport matters, especially motor-ing. He was a member of the Road Board from 1909 to 1910 and



was Vice-President of the R.A.C. and Companion of the Institute of Mechanical Engineers and Associate of the Institute of Civil Engineers. He was also a member of the Institute of Transport. He was founder and late Editor of "The Car" and contributed numerous articles to magazines from 1890 to 1914.

Rolls-Royce Engine

Motorists will be interested to learn that the new 1929 Rolls-Royce cars (for whom the Hong Kong Hotel Garage are agents) are fitted with engines equipped with aluminium heads in place of cast iron. This will give additional power to the motors, as, in comparison with a cast-iron head, an aluminium head acts something like an automatic supercharger, because sparking plugs and valves run cooler and 'pinking' is eliminated. In practice it is definitely possible to use a higher ratio of compression with an aluminium than with a cast-iron head, which means that more power is generated and less fuel used.

Magistrate's Complaint

"I don't know why it is, but the police do not seem to take the slightest notice of this offence," said Mr. Ray Halkett (the magistrate) at Marylebone Police Court when a motorist was summoned for not having his rear identification plate illuminated at night. "No one," he added, "can walk about the streets of London without seeing any number of vehicles which, if they ran over and maimed passengers, might never be discovered because the plate number cannot be seen. It is extraordinary." He fined the offender before the Court 40s or 21 days' imprisonment, and ordered the conviction to be endorsed on his licence.

Motorists and the Aged

The Hackney Coroner, Dr. Edwin Smith, holding an inquest on two 75-year-old victims of street accidents, said that motor drivers should give old people a wide berth. If they saw them crossing the road they should regard them as they would little children, who had no sense of impending danger. Elderly people were very absent-minded. They were also mentally and physically incapable of getting out of the way of motor-cars.

Skidproof Roads or Cars?

Will the future bring skidproof roads or must it be left to car designers to attempt the difficult, if not impossible, task of thinking out some way of making cars themselves skidproof without the use of auxiliary equipment like chains for the wheels is an interesting question raised by the "Light Car and Cyclecar." Ice-bound roads are, of course, irremediable evils, and even if a great deal is done—as it should be—to solve the slippery-road problem, we still think that car designers should face the fact that they, as well as road engineers, owe a duty to the public. Of paramount importance, for example, is the need for perfect equalisation of all four sets of brakes. We have proved that on a car in which this ideal has been attained as nearly as possible skidding even on icy roads is greatly reduced. Here alone is scope for inventive genius. Improved systems of foolproof mechanical equalisation are needed, or the wider adoption of hydraulic brake operation, which provides an almost perfect means of compensation.

Dynamo Brushes

It is wise occasionally to remove dynamo brushes and to clean them and the commutator segments. In most dynamos the brushes are held in their guides by spring triggers. By raising the trigger with the fore-finger the brush can be withdrawn, being careful not to pull off the flexible stranded-copper lead. Stray carbon may be removed from the commutator by a soft wad on the end of a pencil.

Coachwork

Motor car manufacturers have added gold for use in luxurious car coachwork. It made its appearance at the international automobile salon in Paris. It was used for exterior hardware and bright metal work, such as bumpers and door handles. Though its cost is high for automobile use, noted coachbuilders have greeted its appearance with interest, and many predict its quick application to most luxurious cars. A bright golden metal was seen on a Studebaker Louis XIV limousine, mounted on the President Eight chassis and displayed at the Studebaker stand in the Grand Palais. Bumpers and door handles are of this metal in keeping with the luxury of the interior finish. Coach-makers see in the new process a metal which will permit them to vary the nickel and chromium used for headlamps and other plated exterior metal work on fine motor cars.

Foreign Secretary's Car

A 20 h.p. Humber Landauette was the choice of the Right Hon. Sir Austen and Lady Chamberlain when selecting a new car upon their return from abroad. This car was supplied by Messrs. Rootes, Ltd., from their Devonshire House showrooms.

Byrd's Choice for the Police

A Wellington (N.Z.) message states:—Commander Byrd has selected a small British motor-car for his lavish Polar expedition, which is equipped with aeroplanes, wireless and all the latest scientific inventions. The British motor-car has been chosen in competition with 24 American models.

Motor Fire Appliances

One of the most remarkable features of commercial motor vehicle development during the past few years has been the steady progress of the rigid six-wheeler. This type of chassis has been equipped with every kind of coachwork for passenger and goods transport, but one of the fields which appears to offer virgin soil for cultivation, says the "Commercial Motor," is in the equipment of fire brigades. Six-wheeled engines have been manufactured to meet the needs of the smaller fire brigades in rural areas. Little appears to have been done, however, to further the progress of this type for heavy work in our larger cities and towns, despite its manifest advantages.

Record Beaten



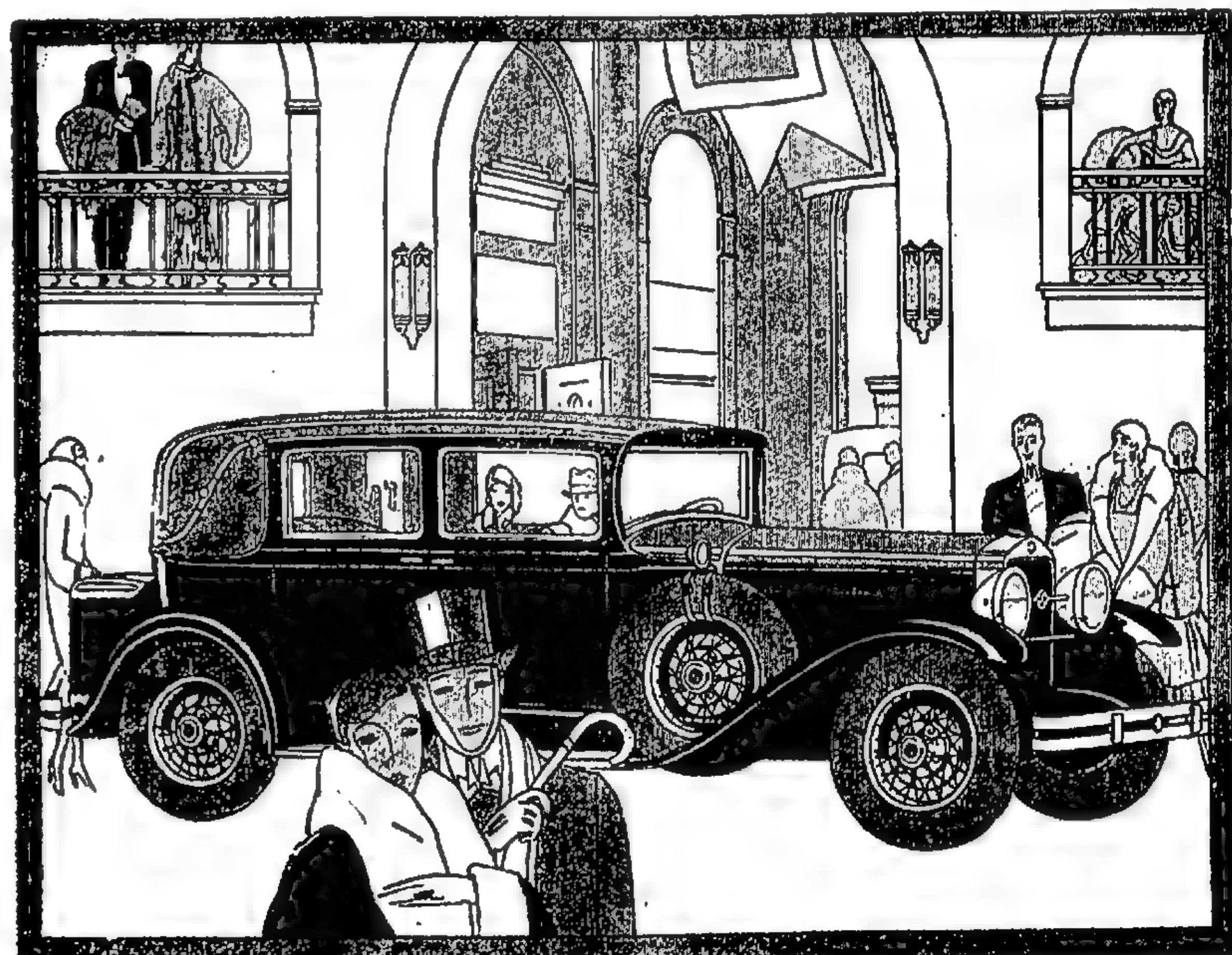
J. M. White, above, again drove his famous "Triplex" at Daytona Beach, against Major Segrave in an unsuccessful defence of the world's speed record of 207.5 miles an hour, which was set by Ray Keech in the same car.

STUDEBAKER Wins

11 world records...

23 international records

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STUDEBAKER'S NEW PRESIDENT EIGHT BROUHAAM—135-inch wheelbase—115 horsepower—six wire wheels, trunk and Houdaille hydraulic shock absorbers standard equipment.

STUDEBAKER has been awarded additional records by the International Association of Recognized Automobile Clubs, Paris! These records were won by a fully equipped stock model President Eight during its recent run of 30,000 miles in 26,326 minutes and in a 24 hour run. Studebaker's President Eight now holds a total of 34 of the highest speed and endurance records approved by the I.A.R.A.C. Even more remarkable is that the 11 world records awarded are for any class of car.

Thus regular production Studebakers—twin brothers of the ones you will see here today—out-sped and out-lasted the records of the world's Grand Prix racing models, stripped to the chassis! The President also holds 115 official American records for speed and endurance.

The new world champion President Eight has many basic improvements that make it still greater, still more desirable.

Come see these new Studebaker achievements here today.

Studebaker's Four Lines

Studebaker builds four great lines of cars—The President Eight (30,000 miles in 26,326 minutes); The Commander Eight (20,000 miles in 17,111 minutes); The Director (10,000 miles in 9,994 minutes). Each is backed by Studebaker's 12-month guarantee.

Prices Range from H.K.\$2,320 to H.K.\$6,140.

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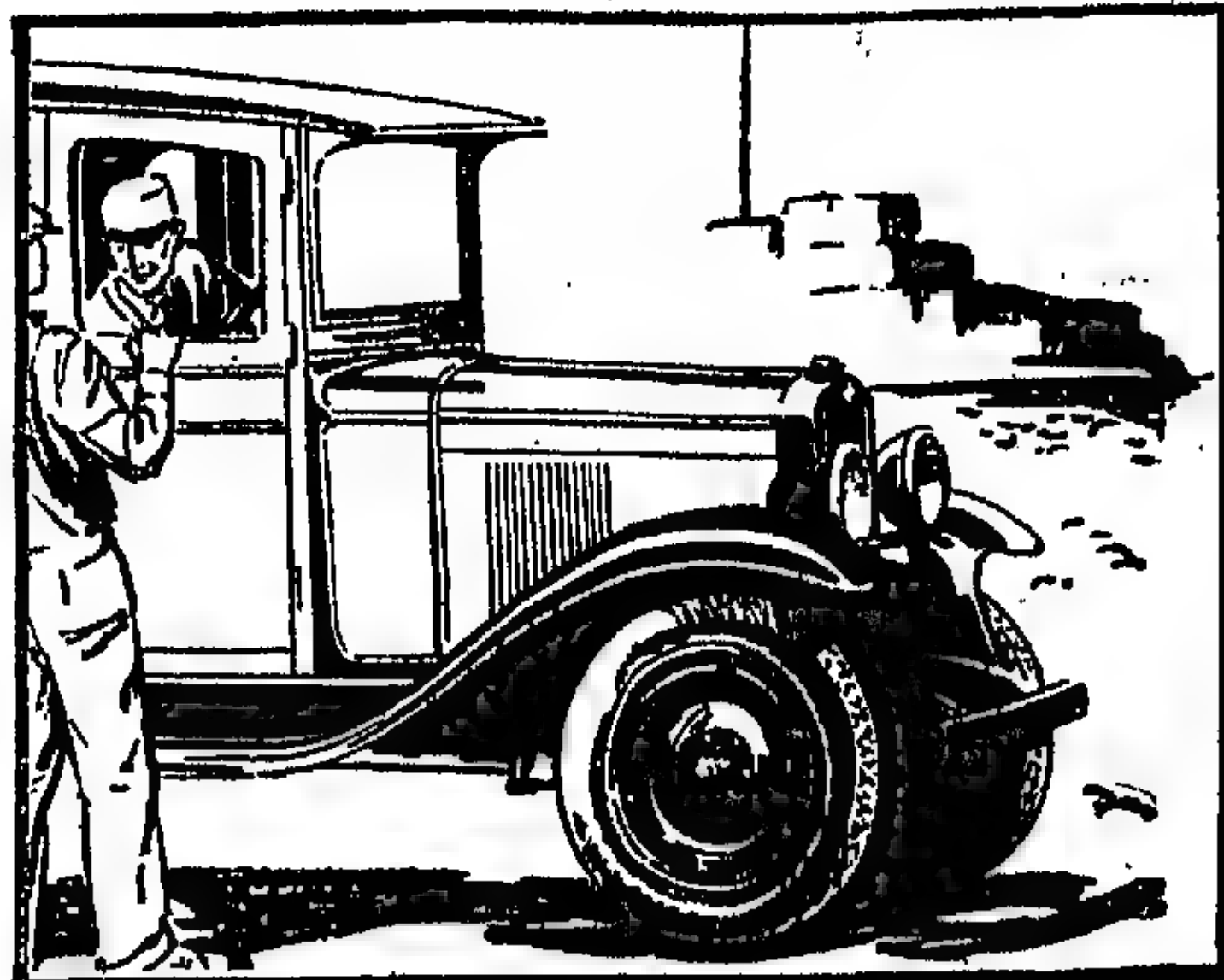
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Drivers of far more expensive trucks are amazed at the ease and quickness with which the New Chevrolet transports capacity loads over all sorts of roads — up mean hills — and through difficult places.

Never, they say, has there been such a Chevrolet truck. Never have they seen such brilliant performance when tremendous extra power and flashing acceleration were imperative. Never such ease of handling.

And when costs per-ton-mile are figured out, you will realize that Chevrolet's reputation for economical transportation is carried a big step forward — that the New Chevrolet truck does a bigger, harder day's work with the same remarkably low fuel and oil consumption, and low service cost.

1½ Ton Chassis Complete H.K.\$1,510.

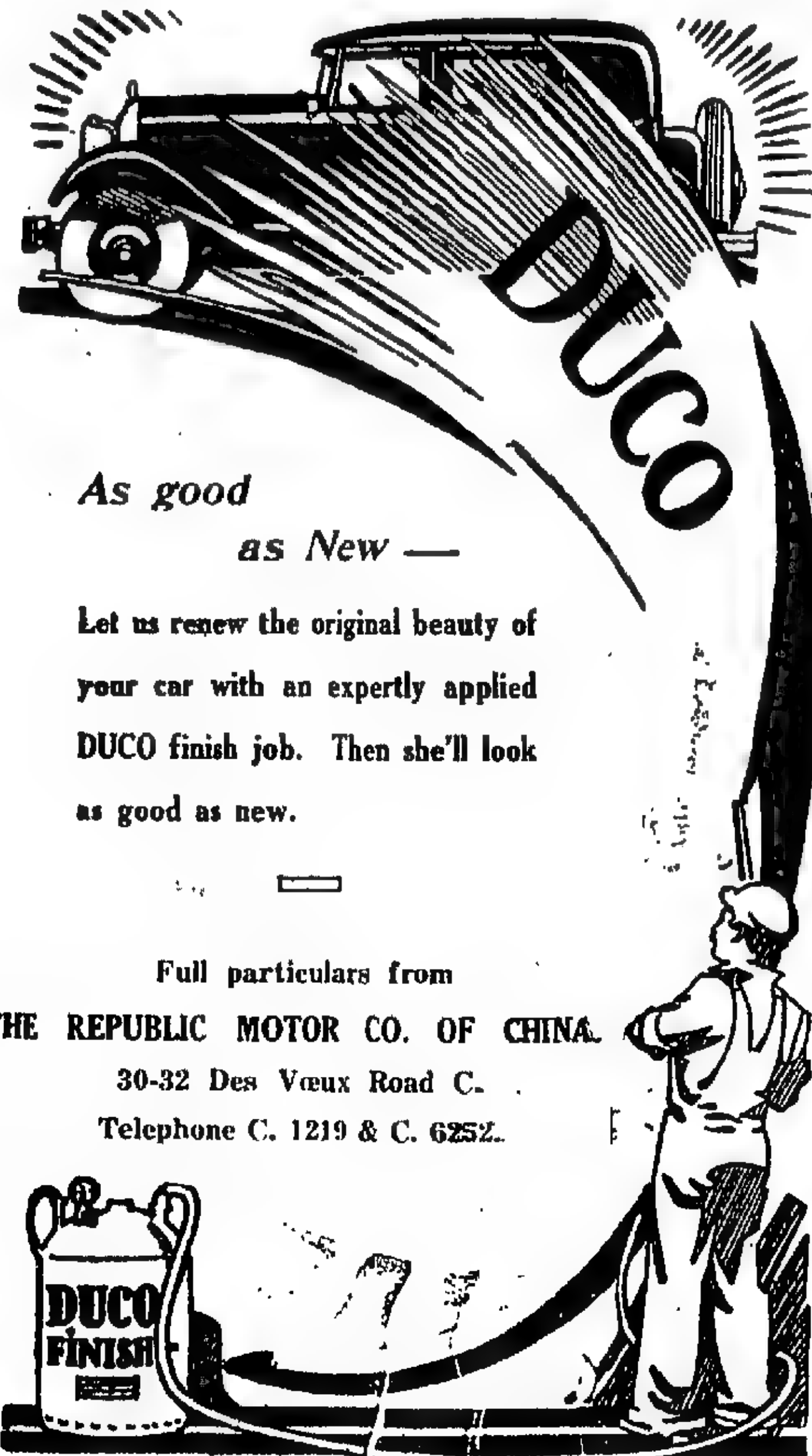
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TYRE LIFE

Regular Inspection Adds Miles

"If we could only impress upon all motorists the importance of regular tyre inspections, thousands

of extra miles of trouble-free service would be forthcoming," says the manager of the Dragon Motor Garage, the local Firestone Service Dealers.

Just as the athlete who is in good physical condition can show his best performance, so the tyres that are kept in condition can give their best service. It pays in the

thousands of extra miles to give tyres the benefit of routine service at regular intervals.

Firestone dealers are equipped to render a tyre service that saves money for the car owner. This includes a check-up of tyres, wheels and rims to see that they are in good shape for trouble-free service. The air pressure in each tyre is tested according to the

Firestone specification chart. The valve operation of each tube is also checked to guard against slow leaks, a frequent cause of loss of tyre mileage.

Car owners who "play fair" with their tyres and have them inspected regularly will not only get better service from the tyres so far as performance is concerned, but will obtain much more mileage.

IN THE COURTS

Motor Licence Problem

In the House of Lords before the Lord Chancellor, Viscount Sumner, Lords Buckmaster, Blanesburgh, and Warrington, the appeal was heard of Tilling-Stevens Motors Ltd. v. Kent County Council and Another.

Their lordships heard arguments in an appeal which raised the question whether a goods vehicle in which a petrol engine and electric generator generated electricity used in an electric motor to propel the vehicle should, for the purposes of the Finance Act, 1926, be charged licence duty as an electrically-propelled vehicle, or as a vehicle other than electrically propelled.

In the former case the duty would be £27 and in the latter case £54.

Tilling-Stevens Motors Ltd., of Maidstone, the appellants, contended that the duty should be on the lower figure, while the Kent County Council, the respondents, said it should be on the higher scale.

Mr. Justice Clauson decided for the company, but the Court of Appeal by a majority held that the vehicles were other than electrically propelled.

Sir Arthur Colefax, K.C., submitted for the company that the vehicle was propelled by means of an electric motor.

The Clue in Act

The Attorney-General (Sir Thomas Inskip, K.C.), representing the Minister of Transport, who was also a respondent in the appeal, admitted in reply to Lord Sumner that there was nothing in the Act which gave a clue as to the substantial object of the discrimination, which was purely arbitrary. What they had to see in this case was what the energy came from and not what it went through.

Lord Buckmaster: What is the logical difference between generation of electricity by a petrol motor and generation by a series of chemical cells?

The Attorney-General: In the latter case it is, in the ordinary use of language, an electrical apparatus.

The Lord Chancellor, moving that the appeal should be allowed, said that in his judgment the vehicle did not cease to be an electrically propelled vehicle by reason of the fact that the electricity was generated by a combustion engine, or by reason of the fact that the purpose for which this device was adopted was to overcome difficulties in transmission. In his judgment it fell into the exact language of the Finance Act 1926.

Viscount Sumner and Lords Buckmaster, Blanesburgh, and Warrington concurred, and the appeal was allowed, with costs.

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77 YEARS

Studebaker Dealers Celebrate

Seven thousand Studebaker dealers all over the world celebrated the 77th anniversary of The Studebaker Corporation on February 16, which was established in South Bend, Indiana, in 1852 by Henry and Clem Studebaker.

The little shop and the \$68 capital which represented the first Studebaker venture has grown into one of the largest manufacturing corporations in America, backed by actual net assets of more than \$105,000,000 and employing 21,000 people. Dealers in every country in the world sell the products of great modern factories in South Bend, Detroit, and Walkerville, Ontario, Canada.

Studebaker's automobile experience dates back to 1899. The Studebaker Brothers Manufacturing Company was then one of the largest vehicle builders in the world. The first experiments were with electric. In 1904 the superiority of the petrol engine led to the manufacture of the first Studebaker automobile, a 16 h.p. machine with the motor under the front seat.

The little 16 h.p. machine was the forerunner of four great lines of automobiles which Studebaker manufactures to-day. In the past two years these cars have won every official American speed and endurance record for fully equipped stock cars regardless of power or price. The leader of the four lines is the President Eight, which also holds eleven world records for speed and endurance.

FRENCH CARS

Disappointing Year Reported

The statistics just published of the French foreign trade in motor-cars are disappointing, for they show that the business done in 1928 was not so good as in the previous year. The exports fell about 15 per cent., while the imports were increased by 83 per cent. The number of cars imported increased from 128,000 to 321,000, and the value from 113,000,000 (£904,000) to 206,000,000 (£1,648,000).

On the other hand, France did better with the motor bicycle. The value of the exports was increased from 17,000,000 to 22,000,000 (£176,000), while the imports were valued at 11,600,000 (£92,800), against 7,500,000 in 1927.

The increase in the number of touring cars imported is due to several causes. It seems that the Italian colony imported a large number of cars from Italy, and the imports from America are in part attributed to the irregularity of delivery of French cars. In spite of these figures and the Customs barriers in England, Belgium, Germany, Italy, and the United States — they, of course, exist in France against foreign vehicles — it is argued that the French motor-car industry occupies the first position.

NEW STYLE

Longer And Lower Bodies

The Chrysler "65" established itself instantly as the world's finest moderately-priced "six." Its designers created an entirely new style in automobiles — they built wider, longer, lower bodies... appointed the interiors with a higher degree of elegance... and brought out an entirely new engine of great power and easy speeds of 85 miles and more per hour! There are many definite reasons why this new car, in its class, is the motorists' logical choice in this day of quickening pace and tightening traffic conditions.

Drivers who have already tested the "65" appreciate its easy handling and safety. The car holds its course on straight-aways almost unaided, and, through exact proportioning of the steering gear leverages, is surprisingly steady on rough roads. A lower centre of gravity affords exceptional roadability. Due in part to its unique spring arrangement, the "65" has an exceptionally short turning radius, which gives the driver a decided advantage, particularly where traffic is heavy.

Important Detail
A highly important detail is the new system of 4-wheel brakes. These operate on the hydraulic principle, which assures perfectly equalised and easy braking action, while the internal-expanding type of construction affords, among other things, constant protection to the braking surfaces against such harmful agents as dust, water, mud and sand.

The coachwork of the "65" reflects the perfection that characterises custom creations. Interiors are replete with luxurious appointments—deep, form-fitting cushions; side armrests; fine upholstery, blended to suit the individual body finishes; garnish mouldings in walnut finish; smoking and vanity cases; horn and throttle controls at top of steering post; artistic interior fittings of new design; draft plates around pedals, and a host of others that show how far Chrysler has progressed in putting comfort on wheels.

Fleetness
Fleetness is emphasised by every detail of the radically different body design. The "sleek-profile" radiator is the most distinctive and beautiful style innovation of the past ten years; it has no counterpart anywhere. Other features will arrest your eyes—new bowl shape head-lamps... "air-wing" full-crown fenders (which offer extra protection against road splashes)... new moulding treatment... curved embossed louvre panels in the sides of the hood... arched window silhouettes... embossed "V-shape" section in the top of the hood and cowl — and many more. All bright work on the "65" is chromium-plated.

Yet even more important than this interior and exterior beauty and refinement is the strength and efficiency of those hidden mechanical parts which are the very heart of motor car value and performance.

High Compression Power

Chrysler's "65" horse-power "Silver Dome" engine, using ordinary gasoline, delivers the advantages of high-compression power. It is a perfectly balanced power plant, distinguished by such Chrysler engineering countermeasures as the 7-bearing counterweighted crankshaft, (only car near its price with this development); silchrome steel exhaust valves; Invar steel strut pistons; full force feed oil system; oil filter; air cleaner; impulse neutralisers; integral crankcase ventilation; rigidly webbed crankcase; scientifically developed manifold, and numerous other mechanical perfections. The "Silver Dome" is cushioned on specially-moulded rubber mountings which not only add measurably to the smoothness, but eliminate the transmission of vibration into the frame. Easy riding action is further assured by hydraulic shock absorbers and by springs of generous length, anchored in blocks of live rubber.

Unique Polity
Only Chrysler, with its enormous purchasing power and its unique policy of Standardised Quality (which spread the cost of manufacture over four fields of cars) could offer in a price range of \$1040.00 to \$1145.00, such quality features. (No wonder the new "65" series has inspired motor enthusiasts to say "Chrysler has done it again.")

In the short period since the introduction of the Chrysler "65" series, thousands of owners have learned how far this car goes in advance of accepted standards, how generously it has been endowed with all the benefits of Chrysler pioneering and Standardised Quality! Instantly recognisable, the 6 different body types of the "65" are seen in the service of the most discriminating motor enthusiasts everywhere.

Did Not Look For Cause of Car Accidents

In view of the widespread attention that has been directed to the matter of motor accidents during the past season, it is interesting to note that out of 864 deaths so caused during the year 1927, only a total of eighty, or nine per cent occurred at railway crossings. While the number is depressed, as being too many, there is reason for encouragement in the fact that government reports recently issued note a marked tendency towards a decrease in this percentage of crossing fatalities.

The year's total of 864 motor accidents compares with 808 during 1926, the increase largely reflecting the tremendous increase in the number of motor cars travelling on Canadian roads. Despite this fact, railroad crossing fatalities for the two years were exactly the same, numbering eighty. Thus, while the percentage of such fatalities in 1927 was nine, in 1926 it was over thirteen per cent.

It is interesting to note that the total death rate in Canada from motor accidents in 1927 was 9.1 per hundred thousand of population; and for 1926 it was 6.6. In the United States during 1926, the latest year for which figures are available, the rate was 18.2, or nearly three times our own. This fact, and also the diminishing percentage of crossing accidents in Canada may be set down to the various safety campaigns that have been carried on, and to the efforts that have been put forward both in the way of crossing protection and by the publicity in which latter direction they have been greatly aided by the public-spirited attitude of the press towards the matter.

The report of the Board of Railway Commissioners shows that forty-five accidents occurred at protected crossings, and also that during 1927 there were seventy-four accidents as a result of motor vehicles running into the sides of trains, and twelve unfortunate attempts to beat the train. In the preamble to the report states: "Notwithstanding safety devices and cautionary signals, people take chances and disregard safety."



Motor accidents are becoming more frequent. Every sane motorist deplors this. If accidents are to be lessened, the same motorist must educate the culpably negligent motorists.

In co-operating in the elimination of road crossings, in supplementing recognized and standard warnings with wig-wags and other devices the railways are doing a great work towards the still further reduction of crossing accidents but they cannot do the work alone as is demonstrated by the report which shows that day by day the automobile driver "ignores warnings, breaks through gates," "Did not look for the approach of train, father and daughter killed," "Crashed into side of train. Fined \$10 in court." These actual quotations from the "dangerous practices" are from the report of the Board of Railway Commissioners.

A report issued by Dominion Bureau of Statistics states that in the Province of Quebec, Montreal is responsible for one half of all automobile deaths. Toronto's contributions in Ontario was only about twenty-three per cent of the total. It is to be noted, however, that in the case of fatalities occurring outside the city limits, the latter are frequently hurried to city hospitals and thus unwarrantably increase the city death rate.

TWO BAD BODIES

Warning to New Buyers

At this season of the year a great many inexperienced motorists are ordering new cars; and many of them order coachwork which they afterwards learn to detest. Amidst the glimmers of a showroom or in the fine colour printing of a catalogue, the look of a body is apt to dominate our minds; in prolonged ownership, it is practical convenience which counts. There are two very popular types of body against which most members of the public require to be warned, because their appearance is as attractive as their comfort is negligible.

Regret Their Choice

The first has been moribund in the minds of wise men for twenty years, but is endowed with a wholly undeserved immortality by a constant succession of new owners. It is the popular "two-seater with dickey." It makes an almost irresistible appeal to young married couples. For one thing, it looks far more dashing than the staid "tourer." Anyhow, they prefer to travel a deux, and their suitcases, which have not yet lost their honeymoon sheen, will travel so easily in the flapped boot astern. So they select their "option," and before very long they regret their choice.

It is true that the owner of a four-seater is often driven to take on board persons whom he would far rather leave behind. But equally the man with the dickey quite frequently wishes to carry passengers whom he cannot relegate to the exposure and awkward arcobatics inseparable from the dickey—an abominable device, originally invented in a more snobbish age for the transport of menials. So elderly relatives and important people with whom one desires to ingratiate oneself have to share the front seat with the driver; and the recent bride has to be banished to the dickey, wherein, on any cold, wet day, she develops a temper, of which even the final week of the honeymoon failed to provoke any complete symptoms.

A "tourer" may occasionally prove much too large for the convenience of a childless couple; but a two-seater with dickey suffers from more intrinsic faults. If finance limits a young couple to keeping their original car for several years, after the nursery has begun to fill, its shortcomings are the more violently apparent.

A Modern Innovation

The second fundamentally bad type of body is quite a modern innovation, and its weaknesses are the less realised. It is usually described as a "close-coupled saloon." At a casual glance one might take it for a coupe, which on paper is the ideal car for an affectionate couple of the same or

different sexes, says the "New Statesman." It relieves one from the social necessities of harbouring unwanted guests. It offers full weather protection for a husband and wife, or two golfing friends, and their baggage. It looks extremely dashing.

Technically, one may perhaps claim that it is lighter than a saloon, and allows the engine to display all the acceleration of which its dimensions are capable. (As a matter of fact, a coupe almost always has a dickey, and therefore suffers from the disadvantages outlined above as applying to the open two-seater.) But the close-coupled saloon under the outward appearance of a coupe harbours four seats, or occasionally five, all under cover, and is therefore immune from the abuse which all experienced motorists heap on dickeys. It is, as its name suggests, a saloon, but it is a very small and cramped saloon. Almost invariably it has only two doors, but they are abnormally wide doors, and somehow contrive to look much better than four narrow doors, whilst their width certainly facilitates ingress and exit.

On the other hand, their width is so great that they can block an entire town pavement when they swing open, and have even been known—if incautiously opened—to knock old gentlemen off their feet, with the inevitable result of a lively fracas. Further, owing to the weight and leverage of such an enormous door, the hinges soon began to give trouble unless the coachbuilder is at once skilful and well remunerated for his work.

The owner may usually be seen cocking an anxious eye to his left flank whenever anybody is attempting to enter or leave his car; and this anxiety is well founded. This objection is, however, the least in the indictment.

A.A. AND R.A.C.

Suggested New Policy

Mr. H. Thornton Rutter writes in the "Daily Telegraph":

It is a great pity that the rank and file of members of the two largest motoring organisations, the Royal Automobile Club and the Automobile Association, take so little interest in the affairs of these bodies that elections to committee and council are effected by a mere handful of the members. The R.A.C. has some 16,000 members and the Automobile Association a membership of about 380,000. I have frequently attended the annual general meetings of both bodies when such elections take place, and have seldom seen 100 members at either gathering.

No Government department is willing to regard the Automobile Association as a representative organisation, because its governing body is nominated by a few, and not by the majority, of the subscribing members. The members reside in all parts of the United Kingdom, so that it may be difficult for them to attend the annual general meeting in April each year. This widespread membership also characterises the R.A.C. and the Royal Automobile Club.

Among motor organisations it is only the councils of the Commercial Motor Users' Association and of the Society of Motor Manufacturers and Traders that truly represent their members. Their attitude to any measure, therefore, carries greater weight with the authorities. Moreover, both these organisations are composed of members who make motors earn a living for their owners, and there is no lack of enthusiasm at council election meetings.

On the other hand, while it is in no way suggested that the representatives of both the R.A.C. and the A.A. are not all that the members could wish them to be, in point of fact the great body of members never took any part in their appointment. That is a great pity. It would be better from every point of view if these organisations were to alter the present methods, so as to enable all their members to vote at annual elections of their councils or committees without attending personally.

Fitness for Driving

Mr. Mervyn O'Gorman, a vice-chairman of the R.A.C., also chairman of the Safe Driving Committee, and chairman of the Competitions Committee, recently gave evidence before the Royal Commission on Transport. He stated that no examinations as to fitness for driving would add to the general safety of the public. Yet the R.A.C. driving certificate (which is generally accepted by Chief Constables all over the United Kingdom as a trustworthy proof that a driver is "safe" and may be granted a licence as a hackney coachman or "bus driver") will not be given to a candidate, however sound his technical management and knowledge of motors and motor-driving may be, unless the R.A.C. examiner considers that he exercises proper care, caution, and good road-sense in his driving. Some 50

CANTON'S MOTORS

What Latest Figures Reveal

According to official statistics of the Bureau of Public Utilities, there are 606 motor-vehicles in Canton. While Fords and Buicks head the list of passenger cars, Graham Bros. lead in buses. The latter is preferred by the Municipality on account of the more roomy accommodation it can give. The following are particulars of the different makes of motor vehicles registered:

Passenger Cars

Arral-Johnston 1, Fiat 22, Austin 8, Ford 39, Bristcoe 1, Gardner 2, Buick 39, Bray 2, Chalmers 4, Haynes 2, Chandlers 9, Hudson 8, Chevrolet 28, Hupmobile 9, Chrysler 11, Lexington 1, Citroen 4, Marmion 1, Dodge 24, Morris 2, Durant 1, Maibohm 2, Elcar 2, Maxwell 3, Erskine 8, Mercer 1, Essex 14, Nash 10, Oakland 4, Oldsmobile 21, Opel 3, Overland 25, Paige 1, Pontiac 5, Ruby 1, Singer 1, Studebaker 33, Willys Knight 6, Auburn 1, Berliet 1, Armstrong Siddeley 1, Cadillac 1.

Buses

Brockway 4, Chevrolet 2, Ford 11, Federal 8, Fiat 2, Graham Bros. 22, Reo 3, Thornycroft 5.

Trucks

Carbide 1, Ford 18, Chevrolet 12, G. M. C. 3, Dennis 1, Maxwell 2, Durkop 1, Reo 1.

Motor-Cycles

A.J.S. 3, B.S.A. 8, Coventry Victor 1, Ferret 1, Francis Barnett 1, Harley Davidson 11, Indian 14, Monet Guyon 1, Raleigh 1, Royal-Enfield 1, Triumph 4.

In addition to the above, there are about 100 vehicles used by Army Headquarters bearing military licences.

PUBLIC CARS

Many Owned by Private Licences

"Conservative" Hong Kong may be behind time in more ways than one, but at least it can boast of its public motor car service.

These are in the island more than 500 vehicles plying for hire, not counting the buses and taxicabs, and although the two latter classes of conveyances are up-to-date they cannot always equal the "hire cars."

These vehicles are by no means "conservative" or "cranky" as are those to be found in other parts. Even Shanghai, with its motor traffic equalling that of Chicago, is nowhere near us in the matter of hire car service.

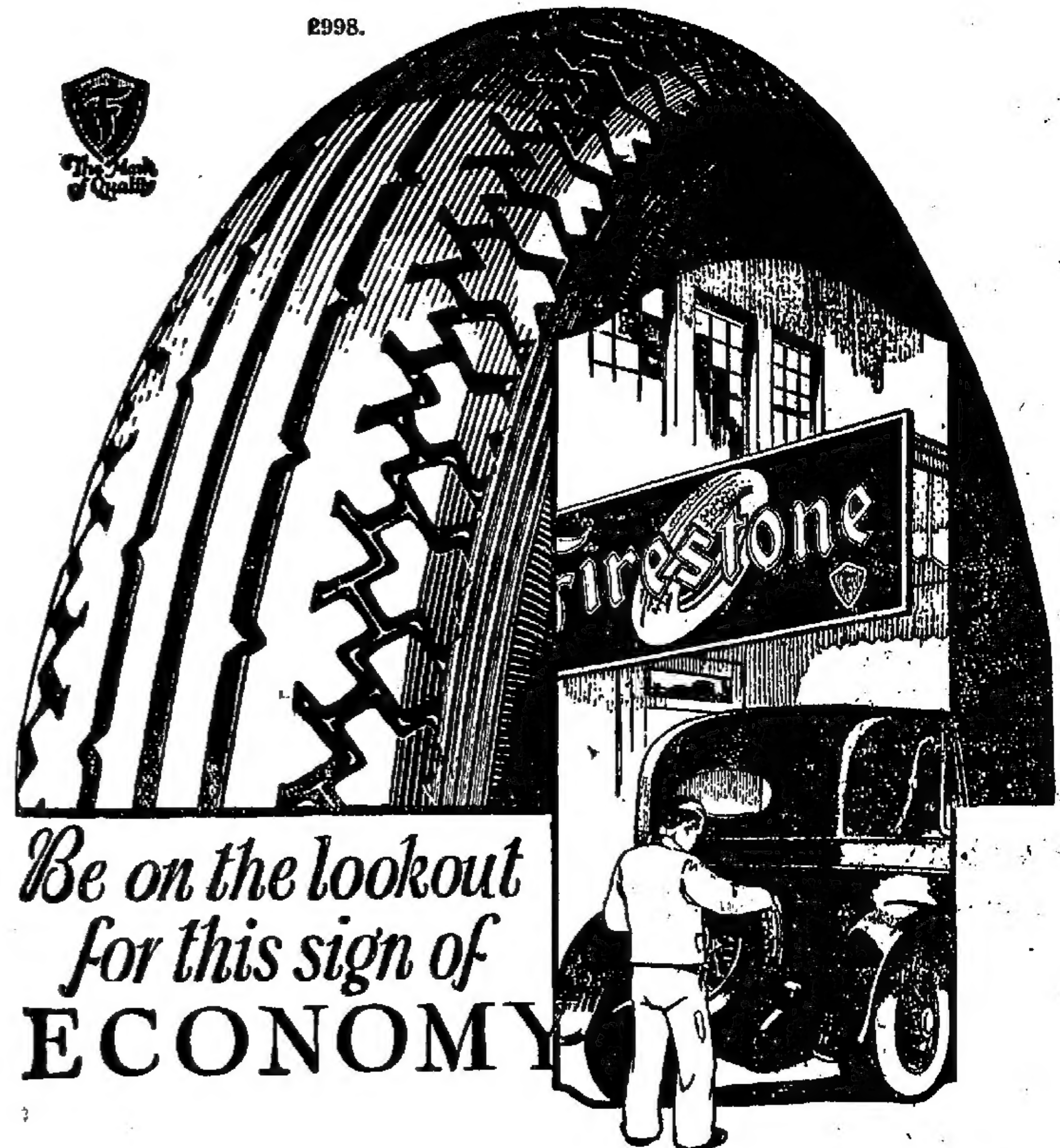
An observant person would no doubt notice that the hire cars of this Colony are all of the latest model, and are well-known makers. Brand-new Chryslers, Fiats, Whippets, Overlands, Singers, Buicks, and other equally expensive cars are daily to be seen "looting" for business. They are fully equipped, and are always kept in good running order. In fact, there is hardly anything to distinguish them from private cars except the number plate and "Public Vehicle" at the back.

One is, therefore, inclined to ask whether it pays the owners to ply such expensive cars for hire. To this question we are unable naturally to give a definite answer, but judging from the large number on the street, the business seems a paying one.

These cars are mostly owned by private individuals and not by companies. The owners are either Chinese or Indians. The latter, however, run their vehicles solely as a business enterprise, but the Chinese do so with a twofold purpose. Most of the cars belonging to Chinese owners were bought primarily for their own use, but, instead of taking out a private licence, they get a public one. Thus they can use the car to and from their places of business and also for occasional pleasure jaunts. The rest of the time the vehicle is "farmed" out to the chauffeur for a stipulated sum of money. It is only in this way that a car is made to pay for its cost and upkeep.

per cent. of the candidates fail to gain this certificate, a large proportion of them because the examiner considers that the driving at the demonstration is "unsafe."

The club commenced the examination of drivers and the issue of certificates in 1905, and over 25,800 certificates have been issued to date. It is therefore difficult to understand the opinion expressed by the R.A.C. representative, in view of the practical examination carried out by the club's officials.



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Firestone

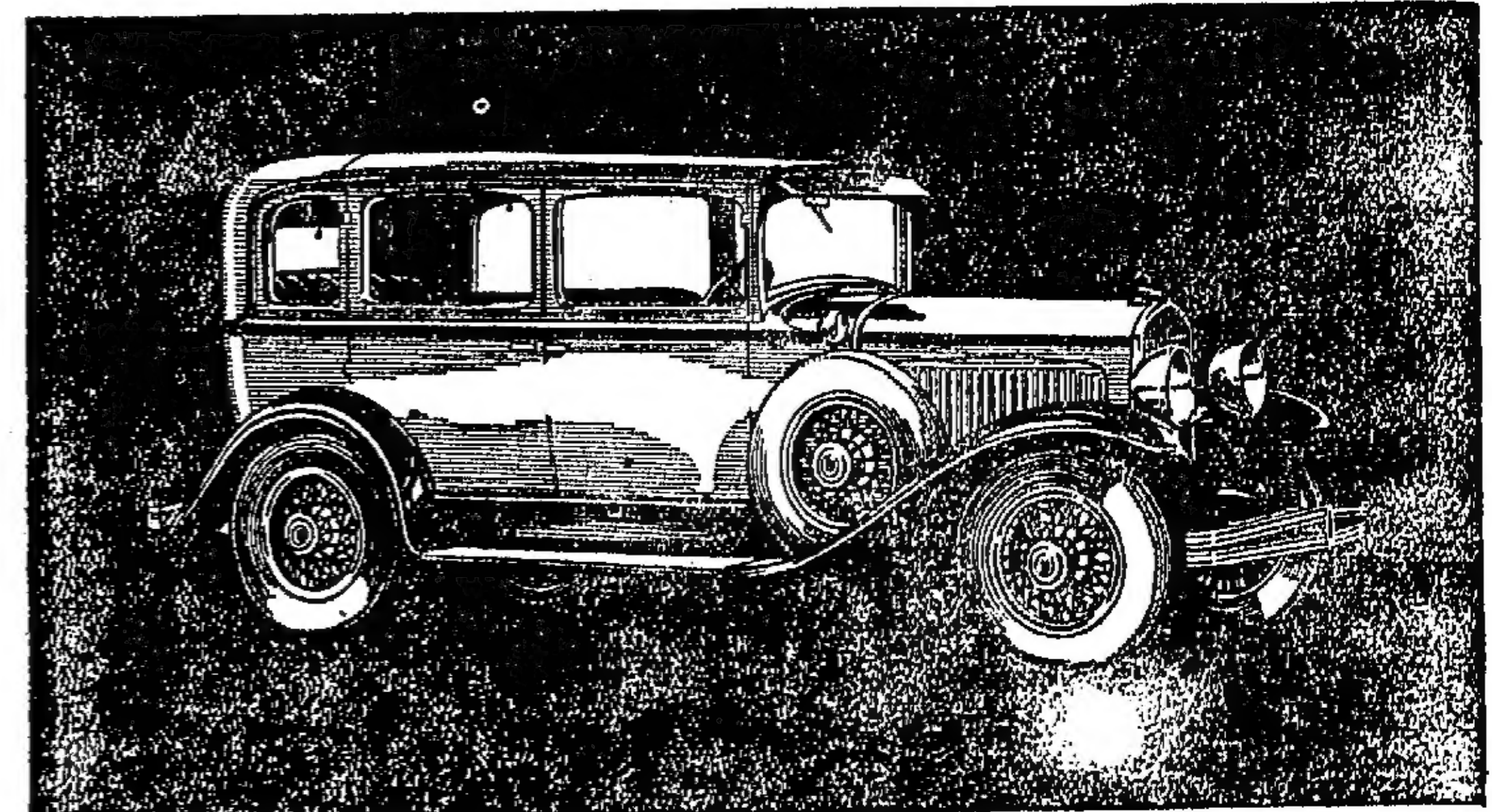
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Because—Chrysler begins with quality, wins volume through value, spreads the cost of quality and value over five great cars in five great markets, makes five great operations basically one, and by these savings is able to spend more in beautifying and enhancing the new "75" and "65".

With their new slender-profile radiator, arched-windows, "air-wing" mudguards, "Silver-Dome" high-compression engine using any petrol, internal-expanding hydraulic 4-wheel brakes, shock absorbers, rubber shock-insulators, and scores of other new developments exclusive to Chrysler, the new Chryslers represent a parting of the ways between the old and the new.

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BEAN—Lane, Crawford Ltd.
BUICK—The Dragon Motor Car Co. Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
CHANDLER—Hongkong Hotel Garage, Queen's Road C. 4759.
CHANDLER—The Asiatic American Co., 11, Queen's Road East. Tel. C. 575.
CHEVROLET—Hongkong Hotel Garage, Queen's Road C. 4759.
CHRYSLER MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
CUNEO—Lane, Crawford Ltd.
DE SOTO MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DODGE—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
FORD—Wallace Harper & Co., Ltd.
GUY MOTOR PASSENGER BUSES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
HILLMAN—Lane, Crawford Ltd.
HUMBER—Lane, Crawford Ltd.
MORRIS—Hongkong Hotel Garage, Queen's Road C. 4759.
OAKLAND—Lane, Crawford Ltd.
OLDSMOBILE—The Dragon Motor Car Co. Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
PACKARD—The Dragon Motor Car Co. Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
PACKARD MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC—Lane, Crawford Ltd.
ROLLS ROYCE—Hongkong Hotel Garage, Queen's Road C. 4759.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road C. 4759.
VAUXHALL—Lane, Crawford Ltd.

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BROCKWAY MOTOR TRUCKS—The Asiatic American Co., 48, Stanley Street. Tel. C. 241.
BEAN—Lane, Crawford Ltd.
CHEVROLET—Hongkong Hotel Garage, Queen's Road C. 4759.
FARO MOTOR TRUCKS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
FEDERAL TRUCKS—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
FORD TRUCK—Wallace Harper & Co., Ltd.
FORDSON TRACTOR—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co. Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
GRAHAM—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
GUY—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS—Hongkong Hotel Garage, Queen's Road C. 4759.
RIO MOTOR TRUCKS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
SPA—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road C. 4759.

MOTOR CYCLES

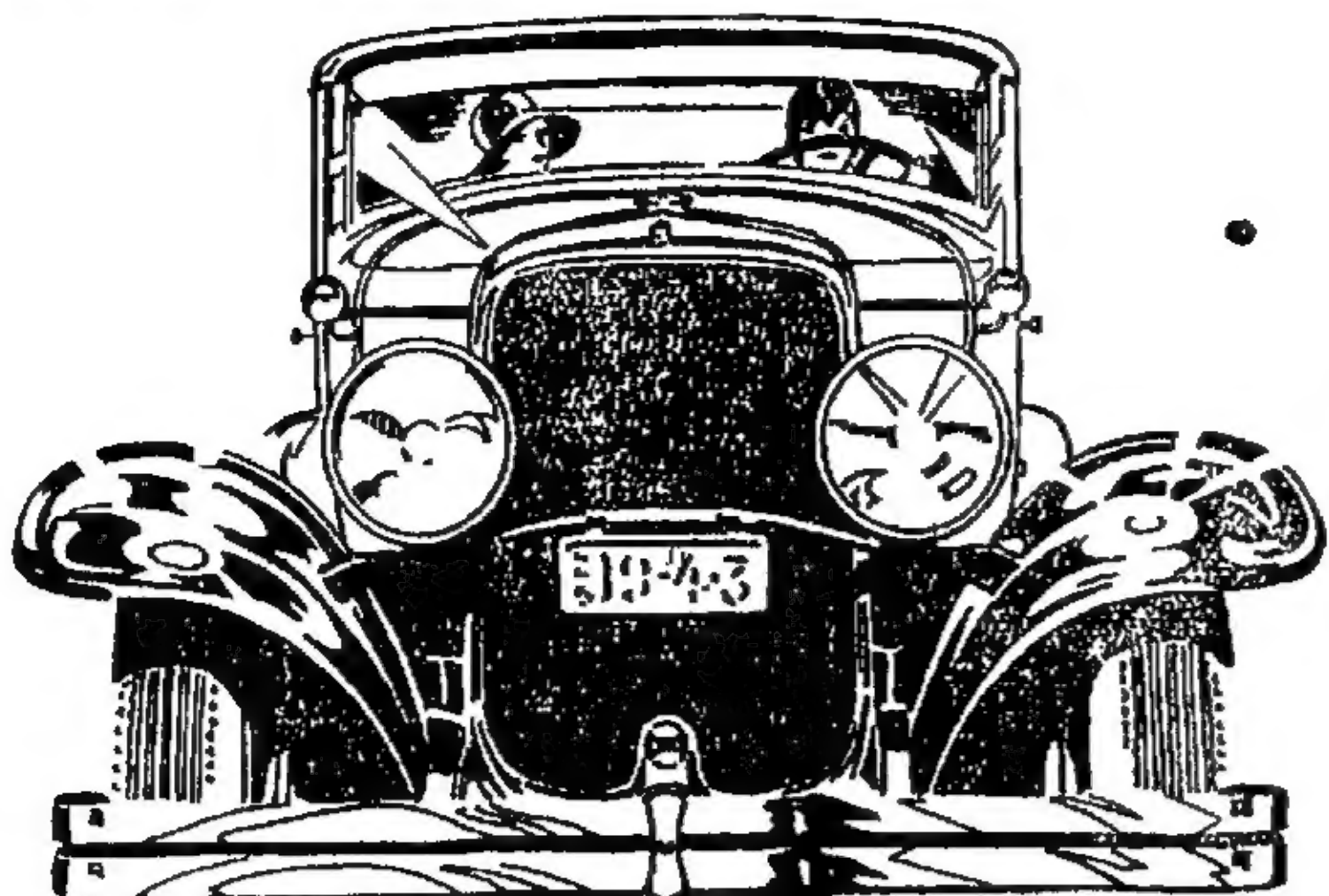
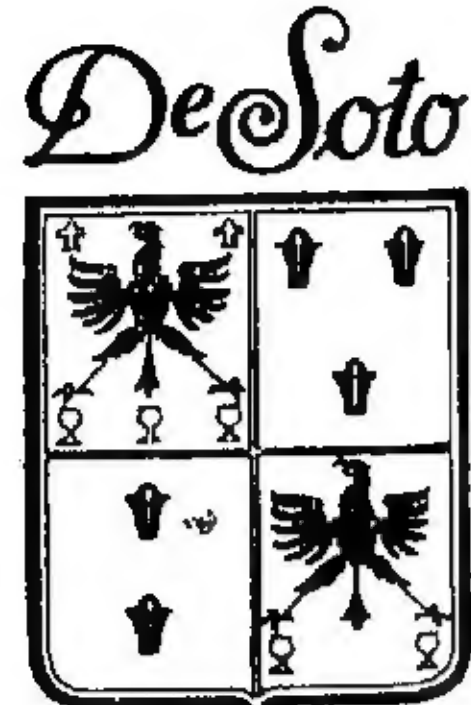
B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C. 1067.
HARLEY-DAVIDSON—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. K. 1242.
HUMBER—Lane, Crawford Ltd.
MONET-GUYON—French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.
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TYRES AND ACCESSORIES.

ACCESSORIES—Hongkong Hotel Garage, Queen's Road. C. 4759.
ACCESSORIES—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
ACCESSORIES—Universal Motor & Supply Co., 22, Queen's Rd. C. Tel. C. 4915.
FIRESTONE TYRES—The Dragon Motor Car Co. Ltd., 33, Wong Nei Chung Road, Happy Valley. C. 1247.
GOODRICH TYRES—Universal Motor & Supply Co., 22, Queen's Road C. Tel. C. 4915.
MICHELIN TYRES—Goeke & Co. China Building C. 2221.
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New type rubber insulation of engine, new-type crankcase ventilator, etc.

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New slender-profile radiator, new bowl-type lamps, with beautiful cowl lamps and cowl bar, all chromium plated.

New riding qualities from long resilient springs and hydraulic shock absorbers, front and rear.

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De Soto Six—brilliant and revolutionary in its field—Chrysler-built—beyond all quibble and question gives new beauty, new style, a new high quality and performance for popular-priced sixes—See it and know why the public rates it by long odds the world's outstanding value for cars selling at anywhere near its price.

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FIT
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The Tyre
that Carries
London's
Buses.

Last year the prospect for 1928 was described as "disastrous competition for a very moderately expanding market." Actually, so far from any further expansion, a decline has to be recorded for the first time in the history of the industry except during the war period. Instead of the expansion expected in the home market, demand has remained stationary while exports have showed a marked decline.

Australian Collapse
The retarded increase in the export of chassis noted last year has been followed in 1928 by a severe decrease. These movements were entirely due to the collapse of the Australian market between June, 1927 and 1928. Although November begins the period of seasonal increase in Australian motor imports, it may be hoped that the recent increase indicates that the worst of the depression is over. Its exciting cause was a widespread drought, though it had its basis in unsteady credit conditions and an uneconomic level of production costs made possible for the time being by a high tariff barrier. Attempts are being made to grapple with these evils, and if successful this may in the next few years restore in great measure the former prosperity. For 1929, however, it would not be wise to expect an improvement to beyond the 1926 level. Exports of complete cars, on the other hand, which have been less affected by Australian conditions, have continued to make satisfactory progress all over the world, and may again be expected to do so in 1929.

Net Wastage

The number of private cars in use in Great Britain in recent years is shown below:—

1923	383,528
1924	473,528
1925	579,901
1926	676,207
1927	778,056
1928	877,277

In order to effect the net increase of 99,221 cars between 1927 and 1928, 161,535 new cars were sold, indicating a wastage of 62,314. Part of these sales were supplied from foreign imports, which stood at approximately the same figure as last year.

In the meantime the prospect is for a slight increase in export business during 1929, while at home also a slightly larger demand may be anticipated than last year. The latter forecast, however, is subject to the effects of the taxation policy of the coming Budget.

BRITISH INDUSTRY

Private Production in 1928

The revised figures of private car production published by the Society of Motor Manufacturers and Traders in their annual review up to and including 1927, and a provisional figure for 1928, are given in the following table:—

Output of Cars	
1923	66,396
1924	105,468
1925	121,000
1926	158,500
1927	168,120
1928	164,445

(Continued on Next Column.)

TYRES OF TO-DAY

Badly "Punished" Often

Few motorists appreciate how much "punishment" the automobile tyres of to-day is called upon to take, says the manager of the Dragon Motor Car Garage, the local Firestone service dealers.

When considering the service of tyres to-day it must be remembered that changes have taken place that greatly affect tread wear.

Congested traffic has necessitated stop streets, traffic lights and others methods of traffic control. High compression motors with rapid acceleration enable the car driver to make quick starts. Powerful 4-wheel brakes enable him to make sudden stops. In the country, improved roads are responsible for higher speeds. Speed, quick starts and sudden stops all cause faster tread wear.

These changed conditions in car operation throw a burden on tyres that manifests itself in forms of tread wear unknown in the past.

During periods of rain, snow or ice, uncertain traction changes the driving habits of many car owners. They reduce their speed, start slowly and come to a stop gradually. The result is slower tread wear. This explains why, in northern latitudes, tyre wear is more rapid in Summer than in Winter.

The manufacturer can control, with scientific accuracy, the compounding, curing and construction of tyres but he cannot control the conditions under which these tyres are used.

GRUELLING

Amateur's Brilliant Victory

There is an annual racing event in the Argentine for stock cars which creates a great deal of expectancy among Argentine automobile race fans. The distance to be covered in the contest is approximately 245 miles, and comprises the length of the road from the city of Rosario, to the city of Santa Fe, and back.

The outstanding feature of this race is the bad nature of the mud roads, because, when it rains, the ground is so slippery that it creates a great obstacle which prevents the attainment of high speeds. Fortunately, on January 6, when the event took place, the roads were dry, but still they offered a great handicap to the vision of the drivers, as the dust did not permit seeing farther than fifty yards away.

On the other hand, the abnormal hot weather which was in evidence that day put to an extraordinary test the cooling systems of the different cars that entered the race.

Keen Competition

Faustino Corbella with his Hupmobile Century Six had to compete against other American and European cars which were reputed to have more powerful engines, and which as a rule, were in a very much higher price class.

Of the fifteen contestants, the Hupmobile Century Six not only won first place in its own division of cubic inch displacement, but it was also first in the other divisions, having attained the classification of champion for the entire race, establishing an all time record of three hours and twenty-five minutes for the 245 miles, or 70.806 miles per hour.

Faustino Corbella said that the highly efficient engine of the Hupmobile Century Six, with spark plugs placed exactly above exhaust valves, provided an engine efficiency which left good evidence of its superiority in this gruelling test.

As a result of this great Hupmobile triumph, the Hupp Argentine distributors, are selling Century Sixes by the carloads, and they still keep wiring the factory for more and more cars.

SPEED LIMIT

London Police Suggestion

A speed limit of 35 miles an hour and health and skill examination for all people applying for driving licences are measures to reduce road accidents favoured by the Commissioner of Police of the Metropolis.

These suggestions were included in evidence at the inquiry at the House of Lords into the Roads Vehicles Regulation Bill, given by Mr. Suffield Mylius, traffic adviser and assistant secretary to the Traffic Dept., Metropolitan Police. The Earl of Wemyss presided.

The Bill, promoted by Viscount Cecil of Chelwood, and having as its object the diminution of road accidents, proposes examinations before driving licences are issued, and "third party" insurance for all motorists.

Regarding the driving licence tests, Mr. Mylius said that although the commissioner thought them "highly desirable," it was difficult to see, in view of the large number of applicants, how any satisfactory method of examination could be devised.

In many cases, he added, the danger arose not so much from want of competence as from want of consideration and over-confidence.

Viscount Cecil: Up to now police traps have been a complete failure, have they not?—Oh, no.

Viscount Cecil: Surely you would not say that the law is observed in any part of the country?—Yes; but I should say that in many instances it is disregarded.

Many Law-Breakers

Viscount Cecil: Speaking generally, would you not say that ninety-nine cars out of every 100 break the law?—I would not put it as high as that.

Viscount Cecil: Have you ever been in a car which did not break the law?—I had one once, but it broke down. (Laughter.)

Earl Russell: I understand that the whole object of the flying squad is that they should go at such a speed as to break the law. (Laughter.)

The Chairman: Traps are usually put in places where harm is not very likely. Are they used in order to increase the number of convictions and get money?—Oh, no; not, at least, in the Metropolitan area.

Lord Sandhurst: Is it a fact that the police have instructions not to interfere with motorists travelling between thirty and thirty-five miles an hour?

Mr. Mylius: Roughly, that is so. And does that strike you as a satisfactory state of the law?—I think it is reasonable.

Viscount Cecil: It is possibly reasonable in the circumstances, but it is not a good thing from the point of view of the administration of the law. Is it, for instance, a desirable state of the law, with the local limit twenty miles an hour, that you should read in the newspapers advertisements about cars which can travel up to sixty miles an hour?

Mr. Mylius: We cannot help newspaper advertisements.

Accident Statistics

Mr. Mervyn O'Gorman, vice-chairman of the Royal Automobile Club, replying to Viscount Cecil, said that there were no statistics with regard to non-fatal accidents. An investigation in that direction should be carried out.

The Chairman: Yes, and we are with you in that.

Mr. O'Gorman, replying to Earl Russell, said that in the case of places where there was no warning of an existing danger, it should be the duty of public authorities to give such warning.

The Chairman: Have you got any definite constructive proposals?

Mr. O'Gorman: We do not consider accidents to be the disease. They are only a symptom. The disease lies in the mismanagement of the whole road traffic industry.

MOTOR LORRIES

British Manufacture Active

The motor lorry and hackney industry at Home continued to maintain a high level of activity in 1928, expansion being most marked in the heavy branches. Production figures have been as follows:—

1923	21,604
1924	26,682
1925	32,000
1926	41,500
1927	46,667
1928	46,915

The movement has been the result of increased expansion both at home and in overseas markets, and would have been more marked but for the increasing effectiveness of the competition of foreign light vehicles in Britain.

The production of heavy commercial vehicles is concentrated in the hands of comparatively few concerns. There is thus a less serious multiplication of competitive models and the beginnings of a more adequate after-service and marketing organisation. While there is every indication of a continued increase in the world demand, it is also apparent that foreign manufacturers are becoming increasingly competitive both in price and quality to the British standard. So far from a relaxation of effort it is clear that in the next few years British manufacturers will have difficulty in maintaining their predominance in this section in world markets.

Effect of Taxation

Home demand in 1928 has been satisfactory, though the effect of recent heavy increases in taxation is apparent in slower progress. The number of lorries and hackneys in use in Great Britain has been as follows:—

1923	280,232
1924	318,443
1925	347,092
1926	373,784
1927	394,453
1928	411,385

To effect a net increase of 17,000 vehicles between 1927 and 1928, 46,843 new vehicles were sold, indicating that there must have been a wastage of nearly 30,000 vehicles.

The continued decrease in imports of complete commercial vehicles, which are nearly all heavy vehicles, since the extension of the McKenna Duties to commercial vehicles is satisfactory, but the importation of chassis which are of the lighter type has again increased during 1928.

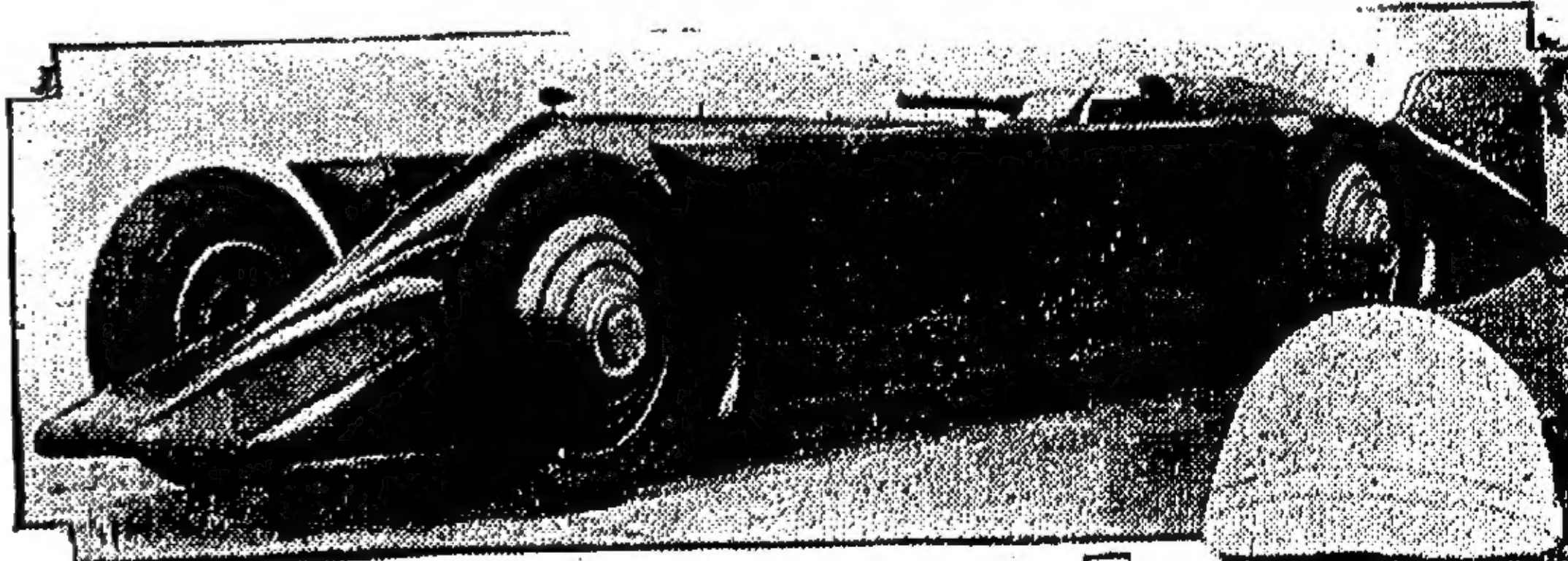
The competition of the truck of the Chevrolet type is making itself severely felt, nor is home consumption increasing rapidly enough to outweigh this factor.

Effect of Competition

In general, the prospects of the motor industry for 1929 are less promising than for some years past. Competition with the American industry is rendered more difficult for British manufacturers by the method and amount of special taxation levied on motor vehicles. The method of the horse-power tax, hampers and restricts design, the crippling burden of 24s. millions per year in direct motor vehicle taxes levied on 1,200,000 motor vehicles and 600,000 motor cycles compares with £190 millions per year in the United States levied on 24,750,000 vehicles. This crushing burden cannot fail to check the expansion of this most progressive industry and there are already signs of its effectiveness in this direction. The future of the industry, indeed, says "Engineering" must depend largely on a reversal of the policy pursued by recent governments, and a return to sound methods of motor taxation, which will not tend to hamper competitive power abroad.

We consider that all traffic should show its intention in some way—have duties as well as rights. All we ask for is a code of customs. At present they are false customs.

Fastest On Earth.



The sands of Daytona Beach, Fla., were thoroughly scorched when Major H. O. D. Seagrave, British sportsman (inset) drove his new Golden Arrow. Major Seagrave broke the previous world's record of 207.5 miles per hour. The machine was specially designed for that purpose. A special rifle sight was installed along the cowling for the driver to gauge his course at terrific speeds.



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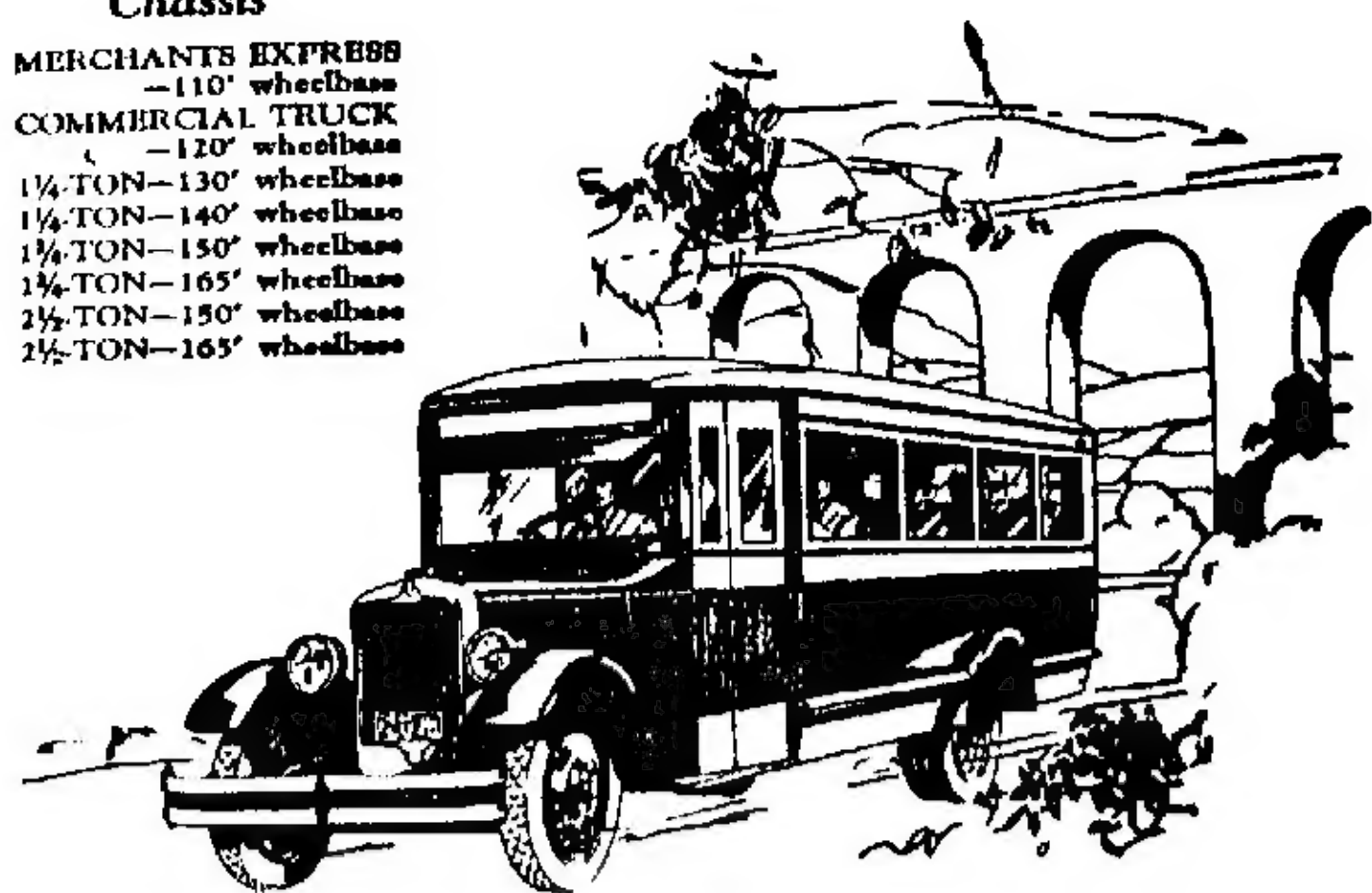
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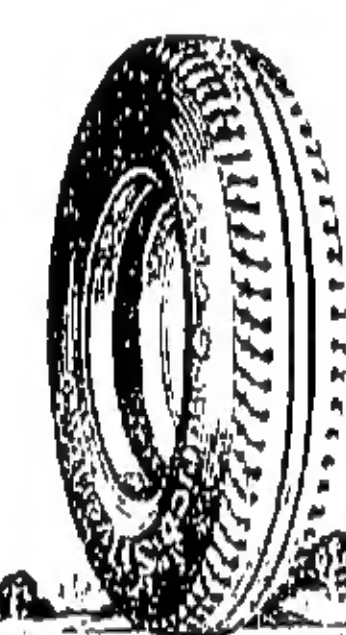
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LORRY PERIL

Inadequate Lights At Night

The suggestion that lorries, in many cases, were insufficiently lighted at night, and were driven to the danger of the public, was made by Mr. G. Herbert Stancer, secretary of the Cyclists' Touring Club, before a Select Committee at the House of Lords.

Considerable apprehension was felt by the club at the large number of fatalities due to this cause, added Mr. Stancer. In many cases the lights were insufficient to reveal the road more than a yard or two ahead. Yet the driver urged into the darkness a vehicle capable of instantly crushing the life out of any human being who might be in its path. Under-lighting was almost entirely confined to lorries.

The chairman (the Earl of Wemyss): I am chairman of a bench of magistrates, and the police are on the look-out for that sort of thing, but I have never heard of a case of a lorry being insufficiently lighted. Nearly all our cases, I am sorry to say, are of cyclists riding without lights.

Witness: We have had cases of cyclists being killed by motor-vehicles in such circumstances.

The Chairman: Do you want a higher standard of lighting?—Yes. It must be sufficient to reveal the road some distance ahead.

Accidents Among Cyclists

Pedal cyclists, said Mr. Stancer, were numerically the largest class of road travellers on wheeled vehicles. His club had a membership of 27,000. The relatively fragile character of the cyclist's mount rendered him almost invariably the chief sufferer in a collision with any other type of vehicle. For the past two years accidents to members averaged 500 a year, and the damages recovered, about £5,000.

In regard to driving licences, witness urged that consideration

should be given to age, mental and physical fitness, and the capability of the applicant, that in no circumstances should a licence be issued to any person under 18 years of age either in respect of a motor-car or motor-cycle. They frankly recognised the difficulty of putting applicants through practical tests. There were far too many people driving cars whose eyesight rendered them dangerous.

The Chairman: But that also applies to cyclists?—Yes, but a cyclist can do so little damage. In collisions he is always the one to suffer.

You say that licences should not be granted to persons under 18. Would you prevent persons under 18 riding cycles?—No, because, again, the cyclist can do so little damage.

But accidents have occurred through the faults of cyclists?—Yes, but those cases are very rare. That the cyclist's risks are small is shown by the fact that the rate of insurance works out at about 2d. per head. In the case of motor vehicles it is over £5.

Unlicensed Drivers

Mr. Stancer asserted that many drivers whose licences had been suspended still continued to drive on the road. If they were caught they were simply treated as cases of driving without a licence.

The Chairman: What is your remedy?—I suggest some very drastic penalty. At present such cases are treated as merely driving without a licence. There is a world of difference between "driving without a licence" and driving after the licence has been suspended. In such cases there should be no alternative to imprisonment.

The Chairman: I understand that is in the Government bill.

Replying to Viscount Cecil, witness said: I do not think there is very much in the bill which touches our interests very closely, but we are in general agreement with its spirit. Most accidents are due mainly to excessive speed, but a definite rigid speed limit is almost impracticable.

Have you ever thought of impounding cars?—Yes, but I do not know whether it would be practicable or not.

A. A. AT HOME

Benefits Its Members Enjoy

The January number of the "Record," the monthly organ of the Automobile Club, will shortly be out and will contain an interesting article by the Secretary on the work of the Automobile Association in Great Britain.

The following are some of the more interesting points he deals with:—

From its foundation in 1905, it has grown steadily to a membership which to-day almost reaches the 400,000 mark, and the huge volume of work resulting has made necessary a scheme of decentralisation under which no less than twenty-one offices look after the interests of members situated in various parts of the British Isles.

Some further idea of the size of the organisation may be gathered from the fact that its annual subscription and entrance fee income exceeds £600,000 whilst reserve funds are in excess of £280,000.

The most important service rendered to members is, of course, that on the roads. No less a sum than half-a-million pounds was spent on this section alone during the last year reported upon, and some of the figures given in this connection are really amazing. Twenty thousand miles of main roads are patrolled regularly and the annual mileage of A.A. Cyclist Patrols is nine-and-a-half million, whilst during the same period the Road Service Outfits covered 10,000,000 miles.

In addition to the cycle patrols, many hundreds patrol the roads on Road Service Outfits. These are motor cycles fitted with special side-cars enabling the carriage of fuel, oil and small tools necessary for assisting members with stranded cars or motor-cycles. These patrols assist members in connection with minor breakdowns and in the case of serious breakages which cannot be remedied on the road will get into touch, either by telephone or personally, with the nearest repairer.

"A.A." Roadside Telephones are now familiar landmarks on a great many main roads throughout the country. They are erected at points where they will be of the greatest use to members and in some cases—on lonely roads—they provide the only means of telephone communication for some miles around.

Free Legal Defence

Free legal defence is afforded to every member in any proceedings under the Motor Car Act and Roads Act in Courts of Summary Jurisdiction in the United Kingdom. All that the member has to do is to place the conduct of the summons in the hands of the Association, when the Association's Solicitors go carefully into the evidence and defend the case entirely free of cost to the member.

This benefit includes free legal representation by the Association's Solicitors in approved civil cases arising out of the use or ownership of privately-owned cars or motor cycles.

The Touring Departments render all possible assistance in connection with touring both in the British Isles and abroad.

Members' cars are shipped to any Foreign port and members are met by A.A. Representatives at the principal Continental ports.

The Engineering Department maintains a skilled staff from which may be obtained advice upon all matters appertaining to the purchase, sale, repair, and maintenance of cars and motor-cycles. Practical advice is given to members in tuning-up and overhauling their vehicles also assistance in the settlement of disputes with manufacturers agents, repairers, etc.

Members may also avail themselves of the services of competent experts for the examination or trial of any car or motor-cycle, the condition of which is unsatisfactory or the purchase of which may be contemplated, and a comparatively small charge is made for such test or examination.

Members of the Engineering Staff are also available as expert witnesses if desired.

A BUS COMBINE

Practically the whole business of public motor traction in Scotland has come under one control as a result of a big combine move which is announced. The Scottish Motor Traction Co., the leading concern of its kind in Scotland, has acquired a substantial interest in motor traction concerns in Glasgow, Dundee, Aberdeen, Falkirk, Stirling, Alrdrie, Kilmarlock, Lanark, and Carlisle. These companies, along with other companies controlled by the Scottish Motor Traction Co., operate over 1,200 buses and have many hundreds more on order. The

ROLLS-ROYCE

Another Successful Year

At the twenty-second annual ordinary general meeting of Rolls-Royce, Ltd., Lord Warrgrave (the chairman) said that the issued capital at £813,787 remained as last year. Sundry creditors, including reserves for taxation, had decreased by £49,439; this reduction was principally due to arrears of taxation paid during the year. The consolidated reserve fund was increased by £50,000 allocated from the 1927 accounts, and a further allocation of £40,000 was proposed that year.

On the assets' side property showed a small increase of £9,378 after ample depreciation. Stock-in-trade and work in progress showed a decrease of £101,819. Sundry debtors were £71,370 less than a year ago. This was the result of repayment by Automobiles Rolls-Royce (France), Ltd., of a loan in connection with their Paris premises, which were their own property. Cash in hand and at banks showed a decrease of £128,889, but this was offset by investments in gilt-edged securities of £327,652, which, together with cash in hand, amounted to £450,305, or £198,762 more than last year. That favourable cash position was principally the result of reduced working stocks and repayment of a loan by Automobiles Rolls-Royce (France), Ltd.

Profit and Dividend

The profit for the year amounted to £185,769, which, including the carry-forward from the previous year gave £216,064 for disposal. The directors proposed to follow their inherently wise practice of building up reserves. They considered that a prosperous company like Rolls-Royce had an obligation to its staff for pensions, which, sooner or later, they must face. The directors recommended a dividend of 8 per cent. and a bonus of 2 per cent., which would absorb £81,379. They proposed to allocate the balance as follows: Income-tax £30,000; reserve fund, £40,000; carry-forward, £54,685.

It was with great regret that he had to report the resignation of their managing director, Mr. Basil Johnson, owing to ill-health. Mr. A. F. Sidgreaves, O.B.E., had been selected to the board and appointed managing director. Mr. Sidgreaves, who was their general manager and had for some time been sharing with Mr. Johnson the responsibilities of the administration, had a unique knowledge of the motor business, having been closely connected with it during the past twenty-six years, and had held responsible positions in the management of the company for over eight and a half years. Mr. Arthur Wormald, their general works manager, who had been with them since the inauguration of the company, had been elected to a seat on the board, and Mr. W. Cowan had been appointed as their general manager.

Their holding in Rolls-Royce of America, Inc., did not and never had appeared in their accounts as an asset. Their holding was in the Common stock, which had not received a dividend since the inception of the company.

Increased Demand for Cars

They had not yet the final figures, but from reports received they were hopeful that 1928 would result in an improved position. The demand for Rolls-Royce cars had appreciably exceeded that of the previous year, not only in the home market, but also in the export markets of the world. They had unquestionably achieved great success in practically every country in which motoring was possible, and laid foundation for still greater increase of business in the future. The Rolls-Royce car held its undisputed position as the best car in the world. During the past twelve months a further number of their new F aero engines had been fitted to a large number of experimental types of Royal Air Force aircraft. These were rapidly completing their tests in a flight of Royal Air Force service machines intended for regular use in one of the permanent squadrons.

There could be no two opinions with regard to the national character of the property of Rolls-Royce, Ltd. They had only to recall the invaluable services rendered by the company on land and in the air during the war to give proof of that statement. While they had no desire to interfere with the free market in their shares, they were determined that the voting control of a national industry like Rolls-Royce, Ltd., must remain in the hands of British citizens.

capital of the combined companies will be one and a half millions. Greatly reduced fares are predicted as a result of the economies which, it is stated, will be effected.



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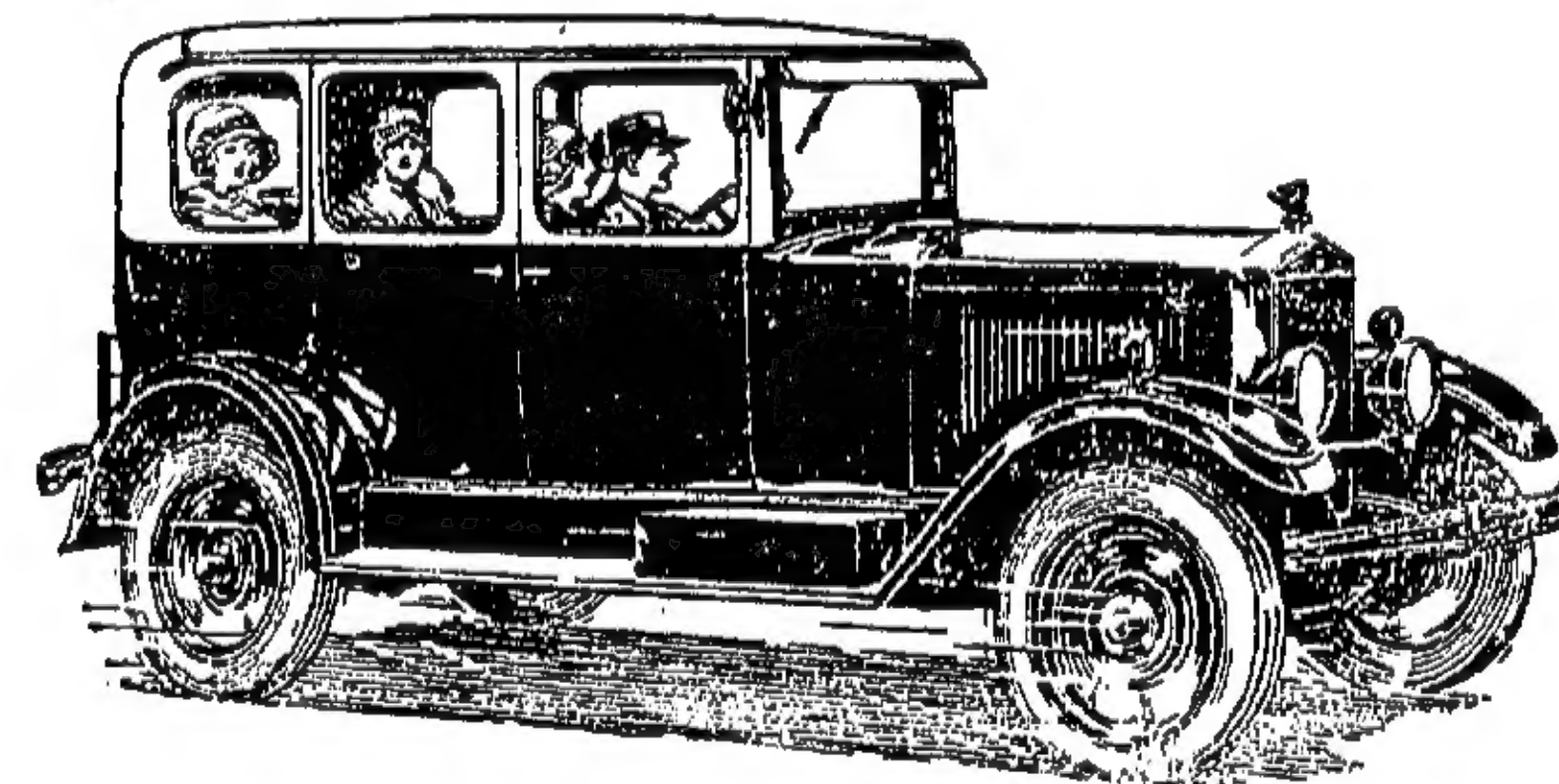
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SOMERSET L. I.

**Sports Gathering
A Success**

KEEN CONTESTS

**First Athletic Meeting of Regiment
Here**

The officers of the Somerset Light Infantry have always been proud of the athletic prowess of their men, and no matter where they are stationed, their annual sports meetings have always been elaborately and carefully arranged.

The regiment is now camping out at Shamshuipo, and the annual sports meet, which began on Thursday, was successfully brought to a conclusion yesterday afternoon before a large attendance of Military and Naval officers as well as many civilians and their lady friends.

The officers and men worked indefatigably to make the event a success, and their labours were amply rewarded. There was not a single hitch in the entire arrangements, and with the assistance of "Naffy" who had his tea booths on the grounds, the visitors spent a very enjoyable afternoon.

The heats in the various events were run off during the first two days and yesterday morning. The finals and some of the high-provoking events were down for decision in the afternoon. The ladies and the "kiddies" were not forgotten. There was a race for the "fair sex" and for the little tots there were the usual coconut shy, shooting at the cups, and knocking down Uncle Phil.

Fine Array of Prizes

The prizes for the successful competitors—as prizes go in Hong Kong—were excellent, and local clubs will have to go a long way to equal them. There was a good selection of attractive and massive silverware, leather portfolios and writing cases, beautiful clocks, wrist watches, and other useful nicknacks for the winners. Judging from the broad smile on each of the winner's face as the trophy was handed out, there could not be a single man who did not like what he had won.

At the conclusion of the race, the prizes were presented by Mrs. Taylor, wife of Major Taylor, second officer in command of the regiment. Three lusty cheers were voluntarily raised by the boys, and a long distance echo "Bravo, Mrs. Taylor" was heard before the gathering dispersed.

By kind permission of Lieut.-Col. L. J. Conyn, C.M.G., D.S.O., and Officers, the band of the 2nd Batt. King's Own Scottish Borderers played throughout the afternoon.

The Results

The following were the results of the various events, with the exception of the boxing tournament, which is yet to be held: Individuals:

100 Yards: 1. Pte. Kerle; 2. Pte. Butcher; 3. Cpl. Hayward. Time: 11.1/5 secs.

220 Yards: 1. Pte. Butcher; 2. L/Sgt. Clarke; 3. Cpl. Rayson. Time: 26 secs.

440 Yards: 1. L/Cpl. Champion; 2. Pte. Baugh; 3. Pte. Denmead. Time: 62 secs.

880 Yards: 1. Pte. Baugh; 2. Pte. Childs; 3. Bug. White. Time: 2 mins. 13.3/5 secs.

1 Mile: 1. Pte. Childs; 2. Bug. White; 3. Pte. Chilcott. Time: 4 mins. 56.3/5 secs.

120 Yards Hurdles: 1. L/Cpl. Neil; 2. Pte. Hill; 3. Cpl. Rayson. Time: 19.1/5 secs.

8 Miles: 1. Bug. White; 2. Pte. Baugh; 3. Pte. Adams. Time: 16 mins. 12 secs.

Long Jump: 1. Pte. Thomas; 2. L/Cpl. Lovell; 3. Pte. Kerle. Distance: 18 feet 8 inches.

High Jump: 1. L/Cpl. Lovell; 2. Lieut. Platt; 3. L/Cpl. Neil. Height: 5 ft. 3 inches.

Putting the Shot: 1. L/Cpl. Perkins; 2. C.Q.M.S. Naylor; 3. L/Cpl. Browning. Distance: 80 feet 11 inches.

Boys' Race: 1. Medland; 2. Bridges; 3. Mitchell. Corporals' Race: 1. L/Cpl. Lovell; 2. Cpl. Bayward; 3. L/Cpl. Neil.

RAILWAY DISASTER

**Snowstorm Delays
Rescue**

PLIGHT OF VICTIMS

Bucharest, Yesterday.

Twenty-four persons were killed and 59 injured when the express was derailed between Jassy and Bucharest.

A snowstorm delayed the rescue and the injured lay during the whole night in complete darkness and exposed to a bitter wind.—Reuter.

CAR RIDE SEQUEL

**Five K.O.S.B. Privates
Convicted**

FINED FOR NOT PAYING

"I should have thought very much better of you if you had owned up to the charge. I should have looked upon it as a frolic on your part. As it is, I shall take a very much more serious view."

Thus spoke Mr. E. W. Hamilton, First Police Magistrate, in convicting yesterday Privates Hegarty, Crawford, Ormiston, Bailey, and Lunn, of the 2nd Batt. King's Own Scottish Borderers, of travelling in public motor-car No. 359 without paying the fare.

His Worship added that he was told that Crawford, Bailey, and Lunn bore good characters, and therefore, he showed leniency towards them. These three were fined \$5 each (or 10 days in lieu). Hegarty and Ormiston were fined \$25 each (or a month).

If the fines are paid, \$5 is to be granted complainant as compensation, his Worship ordered.

Defence's Denial

The defence was a complete denial. A subaltern of the Regiment sat on the Bench with his Worship this morning.

After evidence had been given, his Worship reviewed the case, pointing out that it was reasonable for complainant not to have identified four of the defendants because they sat behind. Complainant had, however, identified Ormiston as the one who sat beside him. The Shantung Constable could not identify any of the five, but there was also the evidence of Corporal Mabbin, who checked the return of defendants to Mount Austin barracks.

The charge of assaulting the driver of the car at 125 a.m. on April 2 near Jardine's Bridge, the Peak, was dismissed.

Sub-Inspector Logan, of Mount Gough station, was in charge of the case.

Millie Crawley; 2. May Reeves; (Boys) 1. Harold Parry; 2. Kenneth Parry.

Sack Race: 1. L/Sgt. Stacey; 2. Bds. McKenzie; 3. L/Cpl. Kawlings.

One Mile (Open): 1. Marine James; 2. Sepoy Sohen; 3. Bds. Atherton.

Bandmen's Race: 1. Bds. Andrews; 2. L/Cpl. Fleming.

Ladies' Race: 1. Mrs. Spurdie; 2. Mrs. Bewley Bull; 3. Mrs. Roberts.

Obstacle Race: 1. Pte. Knapp; 2. Pte. Skinner; 3. Pte. Jones.

Officers' Race (Walk and Run a Mile): 1. Lieut. A. O. Swayne.

Inter-Company Tilling the Bucket: 1. Pte. Holley ("C" Coy.); 2. Pte. Williams ("C" Coy.); 3. Pte. Swaby (H.Q. Wings).

Football: Won by "D" Coy. Machine Gunners.

Hockey: Won by H.Q. Wings. Cross Country Race: Won by "C" Coy.

Tug-of-War: Won by "A" Coy. Rifle Cup: Won by "C" Coy.

Best Shooting Company: Won by "C" Coy.

Best Athletic Points: Won by "C" Coy.

"THE DOVER ROAD"

(Continued from Page 1.)

is a good play. If it is not, then 'tis a bad one. And so, a big for your particular Critic.

I confess that from the start I found the play a good one. It proceeded smoothly from a beginning which caught the interest at once, and I found myself carried gently and pleasantly along with the story. It is a charming play, a fitting evening's entertainment for one who has dined well and is at peace with the world, and prepared to enjoy himself thoroughly.

The audiences in London evidently agreed with my view as the play was a distinct success when produced at the Theatre Royal, Haymarket. Allan Ayresworth elected to play Dominic while Henry Ainley was Latimer. (But you can hear Mr. Lucey all over the house). Nicholas Hannen made a great success of the part of Leonard, when (it was produced on June 7, 1922) he was not so well known as he is now.

The Players

The amiable and elderly host, the fairy grandfather, if I may use the phrase, Mr. Latimer, is admirably portrayed by Mr. A. N. Lucey. The part might have been written for him. The only note that jarred was the reference to the hospital. I cannot believe that Mr. Lucey's Latimer would have struck anyone—even a critic. But we all know, and enjoy, Mr. Lucey so well that I need not write more.

His eccentric butler Dominic, a real character part, was very capably handled by Sirrven Commander Goss, a newcomer to the local boards, but one whom I hope we shall often see again. He plays the part with commendable restraint. It would be so very easy to overdo things and by dropping into burlesque ruin the piece.

Of the four lovers, Leonard is an uncommonly difficult role to fill. It seems almost enough until you begin to think it out. Mr. Bates does it uncommonly well. His cold in the head is one of the best I have ever seen on the stage. His sneeze is positively infectious.

Nicholas is just a brainless fellow youth, and I trust that Mr. Reginald Hartnell will realise that I am paying a tribute to his acting, when I say that he played the part to the life!

"I don't want to say anything against Patricia" but no man could possibly have lived with her for a week without becoming a lunatic. But after seeing Mrs. Crossman in the part I had a sneaking feeling that there might be worse things than lunacy. She has always been a capable actress but her present performance is easily the finest thing she has yet done.

A Delightful "Anne"

Finally, Anne. It seems to me Anne's character is the only really complex one in the play. As I see her she is not really a nice little girl at all or she wouldn't be running off with Leonard. When, in the second act, she is already brutal about poor Leonard's very natural desire to associate a kinner, Anne comes out in her true colours. Yet she is perfectly delightful to everyone else—even when she touches Nicholas. I am not sure that Miss Taylor does not overdo the nice side of Anne. She makes her too kissable—if Miss Taylor will forgive the word in the mouth of an elderly critic! I feel sure Anne was always prickly. However, it is an excellent performance, though Miss Taylor would do well to devote some time to elocution. When she gets excited she has a trick of running her words together. I have no doubt Anne did the same. But it makes it difficult for the audience to hear her lines.

A Wordless Part

I see my 'finally' above was premature as I have yet to congratulate the four servants on their performance. Nobody, unless they have tried it, knows the extraordinary difficulty of playing a wordless part where one practically "drills" the whole time. It is most frightfully difficult not to become wooden. That the servants here do not is a credit to them and to their producer who drilled them so carefully.

Surgeon Commander Glas has taken great pains with his task and the result must please him greatly. There are a few points which will no doubt be adjusted and a little polish put on from the experience gained last night. It is surprising what enormous difference a full house makes both aesthetically and otherwise.

The audience—including myself—apparently enjoyed the play—that is to say, if their applause was any criterion, and I am told by the play-

LUGARD HALL

**Unique Decorative
Scheme**

ANNUAL DANCE

The Warden and residents of Lugard Hall of the Hong Kong University held their annual social in the hall of the hostel last evening. This took the form of a very enjoyable dance to excellent music supplied by a fine dance orchestra, the "Titania Melodians."

Over 150 couples attended the social, in the organisation of which special efforts were made this year to surpass all previous gatherings of this nature held by the "Lugardians." They had good reason for this on account of the hostel's success at the University's sports meeting held last month when they won the Inter-Hostel Championship Cup—a very coveted "Varsity trophy."

A Little Bit of Samoa

This year's decoration of the hall was very happily conceived and effectively carried out. Those who attended were agreeably surprised when, on being ushered into the hall, they found themselves in "a little bit of Samoa."

Outside the hostel all the verandah arches were flanked with long palm leaves crossed at the top, whilst the entrance to the hall was closed in with attap in the shape of a hut with a law doorway. Inside, the hall had been transformed into an enchanting little Samoan village. At one end of the hall was a fisherman's attap hut with a realistic fishing boat in the background. This was the bandstand. Touches of realism about this fisherman's hut were fishing nets spread out on the roof to dry, a clothes line with a saree and a singlet hung on it, coconuts, parrots perched on the eaves, and some greeny looking snakes quietly watching the merry-making of the "villagers."

Head Hunters' Hut

The many pillars in the hall were utilised to great advantage, being transformed into tall coconut trees. On one side of the hall, erected high up, from the floor was a head-hunter's hut with bamboo ladder complete, whilst at the other end of the hall was a hut. This was a long, narrow structure, also of attap, bearing the legend "Samoan Restaurant." An attap wall in the middle divided the hall in two, the dancers having to dance their way through a low opening to the other end.

Red and pink flowers adorned this wall and small all-wood structures built on two sides of the hall, whilst there were there to be found banana and papaya trees in fruit, coconut palms with tempting green coconuts hanging on them, sugar canes, and pineapples. More celluloid parrots and snakes peeped at one from unexpected nooks and corners, whilst occasionally the chirps of five birds attracted one's attention and closer inspection revealed, cunningly concealed amongst the trees, a cage made of split bamboo with pretty little birds in it.

In the centre of the attap wall hung a beautiful painted portrait of Sir Frederick Lugard, a former Governor of Hong Kong, after whom the hostel was named. In keeping with the decoration, the lights were subdued with coloured paper wraps.

Included in the dance programme was a "Spot Waltz," in which prizes were awarded to the pair who happened to be nearest to a spot marked on the floor when the music had ceased abruptly in the middle of the dance. This evoked much mirth.

Credit for the excellent decoration of the hall is due to every resident of Lugard Hall, all of whom "lent a hand" in the carrying out of the idea which originated from a suggestion made by Mr. Suleiman. Others who must be specially mentioned in connection with the general organisation of the happy function are the Warden, Professor Roffey, the Chairman, Mr. Chan Wah, the Hon. Secretary, Mr. Chan Fook, Mr. Kermian, Mr. Hiptola and Dr. Osman, an old "Lugardian," who has never failed to give his assistance at all Lugard Hall functions for some years, even after his graduation three years ago.

During a short interval in the dancing, refreshments were served at tables in the open air on the strip of ground at the back of the hostel, whilst sitting-out accommodation was provided on the verandah and terrace in front.

Hospitality is the keynote of all Lugard Hall socials, and last night they lived up to their reputation and catered well for the comfort of all.

Was—bird.
[Photo on page 8.]

ALL FOR PEACE NOW

**Trend of Thought in
Canton**

OBEEDIENCE TO NANKING

**Gen. Chan Chai-long Steps into
Marshal Li's Shoes**

[From Our Political Correspondent.]

Representative of all classes of the population, a meeting held in the (Kwangtung) Provincial Kuomintang yesterday heard a report from Admiral Chan Chai (commanding the Nationalist Navy in Kwangtung) on the Hunan crisis and its sequel (the civil war).

The meeting unanimously passed a resolution to uphold the Nationalist Party and the National Government in Nanking.

An association "of all classes of Kwangtung to promote the movement of speedy realisation of peace" was formed.

General Chan Chai-long, in his new capacity (created by Nanking) as Special Commissioner for Disarmament (a new title for the Commander-in-Chief of the province) summoned a conference of all Regional Disarmament Commissioners of Kwangtung province to-day.

Reduced Scale—and Dignity

This meeting was held at the headquarters formerly occupied by Marshal Li Chai-sum (still in custody in Nanking) as Commander-in-Chief of the 8th Route of the Nationalist Army. General Chan's action signifies his stepping actively into the shoes of Marshal Li as the "No. 1" soldier of Canton and he does so with the blessing of Nanking. All the Regional Commissioners (in reality commanders of garrison areas) serving under Marshal Li are to continue in office.

General Chan's headquarters are to be maintained on the lines hitherto employed by Marshal Li, but on a reduced scale—disbandment in strict obedience to Nanking's wishes being the popular slogan of the moment—and with a lowering in the scale (and dignity) of the various sub-departments at headquarters.

U. S. PROHIBITION

**What Its Enforcement
Has Caused**

195 VIOLENT DEATHS

Washington, Yesterday. According to a Treasury statement, since Prohibition was enacted, its enforcement has caused 195 violent deaths. "Dry" agents killed 140 while 55 agents were killed.—Reuter's American Service.

ped round the bulbs, and shaded with cleverly woven shades made of strips of green palm leaves.

"Village" Garlands

Nothing was left undone to give that realistic South Sea touch to the surroundings, the enterprising residents of the hostel even prepared garlands—whilst all those who entered the "village" were required to wear about their necks in the approved Samoan style.

Further effect was added by the occasional switching off of the electric lights, and dancing proceeded with the hall illuminated by several powerful torch-lights, the ribbons of light from which gave the effects of moonbeams.

Included in the dance programme was a "Spot Waltz," in which prizes were awarded to the pair who happened to be nearest to a spot marked on the floor when the music had ceased abruptly in the middle of the dance. This evoked much mirth.

Credit for the excellent decoration of the hall is due to every resident of Lugard Hall, all of whom "lent a hand" in the carrying out of the idea which originated from a suggestion made by Mr. Suleiman. Others who must be specially mentioned in connection with the general organisation of the happy function are the Warden, Professor Roffey, the Chairman, Mr. Chan Wah, the Hon. Secretary, Mr. Chan Fook, Mr. Kermian, Mr. Hiptola and Dr. Osman, an old "Lugardian," who has never failed to give his assistance at all Lugard Hall functions for some years, even after his graduation three years ago.

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"AT HOME"

**China Light & Power
Recreation Club**

TO TAKE PLACE TO-DAY

The annual "At Home" of the above Club will take place this afternoon, when the opportunity will be taken to present the Cups to the winners of the Tennis Tournament that has been in progress since the beginning of December last.

The Committee hoped to make this the occasion of the official opening of the Children's Section of the Club, but, unfortunately, it will not be possible to complete all the arrangements in this respect.

The attention of Kowloon residents is directed to this branch of the Club's activities, as it represents one of the few examples in the Colony where the pleasures and welfare of the children have been taken seriously into account by any of the several Clubs in the Colony. In 1927, the Grounds Committee of the P.W.D. allotted a small space of ground on King's Park to the China Light & Power Recreation Club, sufficient to hold three tennis courts. This ground, however, forms part of a very much larger portion allotted to the Kowloon Cricket Club, but which that Club did not take up. Notwithstanding this refusal, the Grounds Committee made it clear to the Committee of the China Light & Power Recreation Club that the original allotment must be held in reserve for the Kowloon Cricket Club and that their present tenancy would be but temporary.

Excellent Playground

This unfortunate state of affairs forced the Committee to adopt a very conservative attitude as regards spending money during the first year, but the Club has, however, been so well patronised by the members of the staff and has proved such a source of pleasure, not only to the younger members, from the point of view of recreation, but to the several married members who have found this an excellent and healthy playground for their children, who number thirty-three, that the Committee were pressed to go ahead and chance being turned out by the Grounds Committee. The Secretary of the Club is a member of the Playgrounds Committee of the local Residents' Association and, being *au fait* with the conditions prevailing in the Colony regarding Children's Playgrounds, it has been possible, with the aid of the other officials of the Club and the generous support offered by the General Managers of the Company, to convert what was a waste patch on King's Park into an excellent playground for the children, for, amongst other things, there is a swing, see-saw, ball-court and last, but not least, a sand pit.

A Comparison

Parents whose children play in the Playground on Chatham-road would do well to visit this ground and afterwards visit the public Children's Playground in Chatham-road, when they would the sooner realise that it will be for the benefit of all concerned if the Kowloon Residents' Association control Children's Playgrounds on this side of the Harbour. They can hasten this by becoming a member of that Association as soon as possible.

Unfortunately for the China Light & Power Recreation Club, the first typhoon that strikes Hong Kong may undo a lot of the work put in during the last year, as the temporary match that at present serves as a Club House is not strong enough to stand any great strain. However, plans are being prepared for a stronger structure, which, in due course, will be submitted to the Government for approval.

Should any Kowloon resident care to visit the Club Ground this afternoon, the Committee and staff will be pleased to welcome them.

—Contributed.

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TRANSLATOR NEEDED

**Abyssinian Language's
Difficulties**

JAPAN PERTURBED

**Kellogg Pact Ratification: Position
of Emperor**

Tokyo, Yesterday. Troubles never come singly and the Government of which Baron Tanaka is Premier and Foreign Minister is now experiencing difficulties with the Privy Council in three matters which might be summarised as follows:—

1.—Ratification of the Kellogg Pact.

2.—Signature of the agreement with China settling the Tsinan Incident, without having first referred the terms to the Council.

3.—Signature of the Commercial Treaty with Abyssinia without being able to translate the original which is written in Abyssinian!

The last two matters are not regarded as serious but the question of ratifying the Kellogg Pact is causing considerable perturbation owing to inclusion of the phrase that H.I.J.M. the Emperor signs "in the name of the people."

Imperial Dignity

This phrase is considered derogatory to His Imperial Majesty and also contrary to the Japanese Constitution which recognises the Emperor as supreme and he, therefore, must sign in his own name.

To foreigners the difficulty may appear merely a technical quibble and easily rectifiable, but the Privy Council and other constitutional authorities are taking a serious view, maintaining that the matter strikes at the basis of national policy.

The seriousness of the situation is indicated by the seemingly reliable rumour that Count Uchida, who signed the Kellogg Pact in Paris, intends to resign from the Privy Council if ratification is refused.—Reuter.

BEFORE WAR ENDED

(Continued from Page 1.)

provinces according to an agreement reached on April 5 with the commanders of the Nanking armies. The situation here continues to be quiet and matters have almost returned to normal.—Reuter.

Victor Saluted

Hankow, Friday. The panic in Hankow on the night of April 4 subsided early the next morning.

Marshal Chiang Kai-shek, preceded by four gunboats, arrived at Hankow at 6 p.m. on April 5, and the gunboats fired a salute of 21 guns on his arrival.

Then the advance guard of Nanking troops, despatched to take over control, was landed from two steamers belonging to the China Merchants S.N. Co.

The crowds in the streets to welcome the victor were not big and the demonstration was feeble; but this may have been due to the heavy rains which, however, helped to preserve order.

No further trouble is expected. The greater part of the Kwansai armies of Wu-han, other than the men who have already gone over to the winning side, is clear of the city of Hankow by now and is going west into Hunan.—Reuter.

Chiang Kai-shek Lands

Hankow, Yesterday. Marshal Chiang Kai-shek went ashore for the first time to-day at 11.45 a.m. He was welcomed at the jetty by a delegation headed by Kung Ken, chairman of the Peace Preservation Corps, by representatives of various public bodies and by enormous crowds and onlookers carrying banners with inscriptions of welcome.

After an exchange of formalities, Marshal Chiang Kai-shek proceeded to the Chinese Merchants Club where he is making his headquarters temporarily.

Matters have resumed a normal aspect and confidence has been completely restored. From the present state of affairs, it is difficult to realise that there was such a colossal scare as existed two days ago.—Reuter.

[Chiang Kai-shek returns to Hankow after an absence of about two years. He was there when the Nationalists first captured it from the Northeners. Then Tang Seng-chi turned on him, in his absence on conquest, and established a separate administration. Tang Seng-chi was ejected by the Kwangtung who have, in turn, defied Chiang Kai-shek to their disaster.]